5.

PROFILES OF REGIONS AND SMALL COMMUNITIES IN NORTHERN ALBERTA

NORTHEAST/CENTRAL

7V

PROFILES OF REGIONS
AND SMALL COMMUNITIES
IN NORTHERN ALBERTA

NORTHEAST/CENTRAL

Prepared By: SATA Systems Inc.
Edmonton, Alberta

The cost of this report has been jointly shared between the Northern Development Branch of Alberta Tourism and Small Business and the Federal Department of Regional Economic Expansion (DREE) under the auspices of the Canada/Alberta Subsidiary Agreement on Alberta North 1977/82.

Northern Alberta Development Council

March, 1983

December 31, 1982

Mr. G.G. Archibald
Director, Research & Analysis
Northern Development Branch
Alberta Tourism & Small Business
2nd Floor, Provincial Building
9621 - 96 Avenue
Peace River, Alberta
TOH 2XO

Dear Mr. Archibald:

We are pleased to submit to you our report entitled, "Profiles of Regions and Smaller Communities in Northern Alberta".

The main objective of the project has been to inventory the infrastructure in northern Alberta's smaller communities, reserves and settlements. The profiles include many types of data related to the individual communities. The information will allow a better understanding of the northern communities and their infrastructure to assist in the process of social and economic development.

We have enjoyed working on this project and trust that it will provide relevant information for the Northern Alberta Development Council.

Sincerely,

Jerry Kristoff

S. Maracle
Shirley Maracle

JK/SM:dm

PROJECT DESCRIPTION

Northern Alberta represents a large area of diverse character. It contains 60% of the provincial land base but only ten percent of the population. A significant portion of the northern population lives in small towns, rural areas, isolated hamlets, or on settlements and reserves. A large part of the activities of the Northern Alberta Development Council are aimed at addressing the concerns of these regions and small communities.

Information on regions and smaller communities in northern Alberta is important to the N.A.D.C. in order that it may fulfill its responsibilities to the northern public. This community profiles inventory is one response by the N.A.D.C. to a need for current and accurate information on northern communities.

The profile research on regions and communities was commissioned in March 1981 by the Northern Development Branch of Alberta Tourism and Small Business on behalf of the Northern Alberta Development Council. The objective of the project was to acquire current data on various communities and regions within the N.A.D.C. area. The community and regional profiles include all rural municipalities and urban municipalities with a 1979 population of less than 2,000. The project is an attempt to "fill in" information that was found to be missing or inadequate. The completed document inventories 15 towns, 14 villages, 3 counties, 5 municipal districts, 10 improvement districts, 21 reserves, 8 settlements, 2 communities and 66 hamlets. Information on the larger towns and cities in northern Alberta can be found in "Alberta Locations", produced by the Regional Business Development Branch.

The profiles are completed by utilizing a wide range of information sources. Community visits, background studies, planning documents, and phone interviews, with municipal administrators were all important. In most cases a draft copy of each profile was sent to the community for verification and additions.

Some limitations will be noted in the research, because information at times was incomplete or not available. Also the size of the N.A.D.C. area and the fact that aspects of the area change frequently, limit any attempt to describe fully the communities and regions within the area. For various reasons, the Kikino Metis Settlement and the Cold Lake Reserve asked not to be included in the project.

Profiles of Regions and Small Communities in Northern Alberta is seen as a valuable document to aid and assist the N.A.D.C. and other northerners in on-going discussions and planning in the north. Information is provided regarding community location, access, local history, historical population, economic activities, physical infrastructure, local government, financial data, and provincial government facilities.

Comments on this project or enquiries should be forwarded to:

Northern Development Branch
Alberta Tourism & Small Business
Postal Bag 900-14
Provincial Building
Peace River, Alberta
TOH 2XO

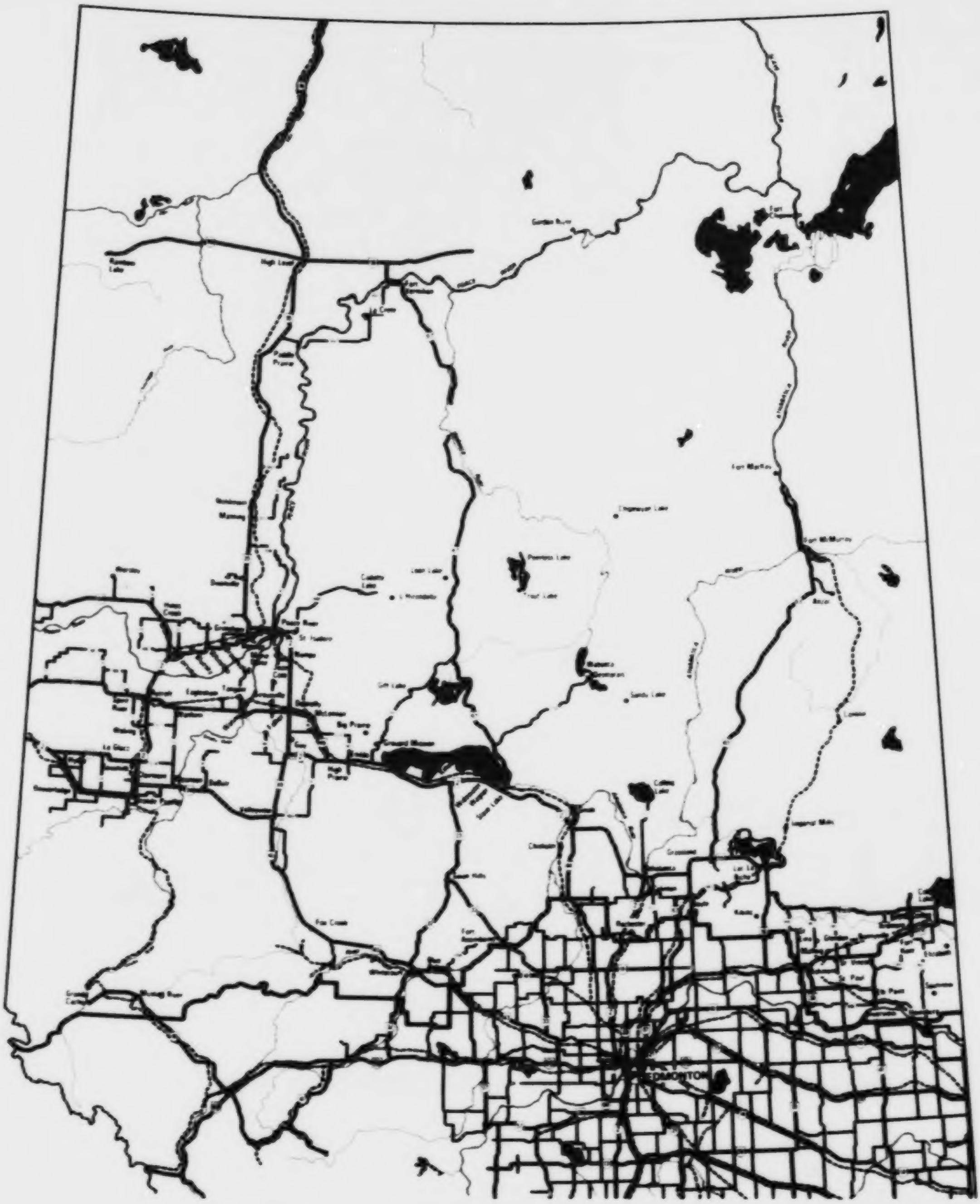
Phone: (403) 624-6274

DISCLAIMER

The information contained in the two volumes entitled, Profiles of Regions and Small Communities in Northern Alberta, was developed primarily through a research contract with a private consulting firm. The researchers utilized a wide variety of sources to collect the data contained in the document.

This project represents a first attempt by the Northern Alberta Development Council to comprehensively inventory northern Alberta's regions and smaller communities. Changes occur continually in the areas inventoried by the profiles; therefore, the Northern Alberta Development Council can take no direct responsibility for the current accuracy of the data contained in these volumes.

NORTHERN ALBERTA DEVELOPMENT COUNCIL AREA OF JURISDICTION



NORTHERN ALBERTA DEVELOPMENT COUNCIL AREA

COMMUNITIES WITH POPULATION OVER 50 (1976 CANADA CENSUS)

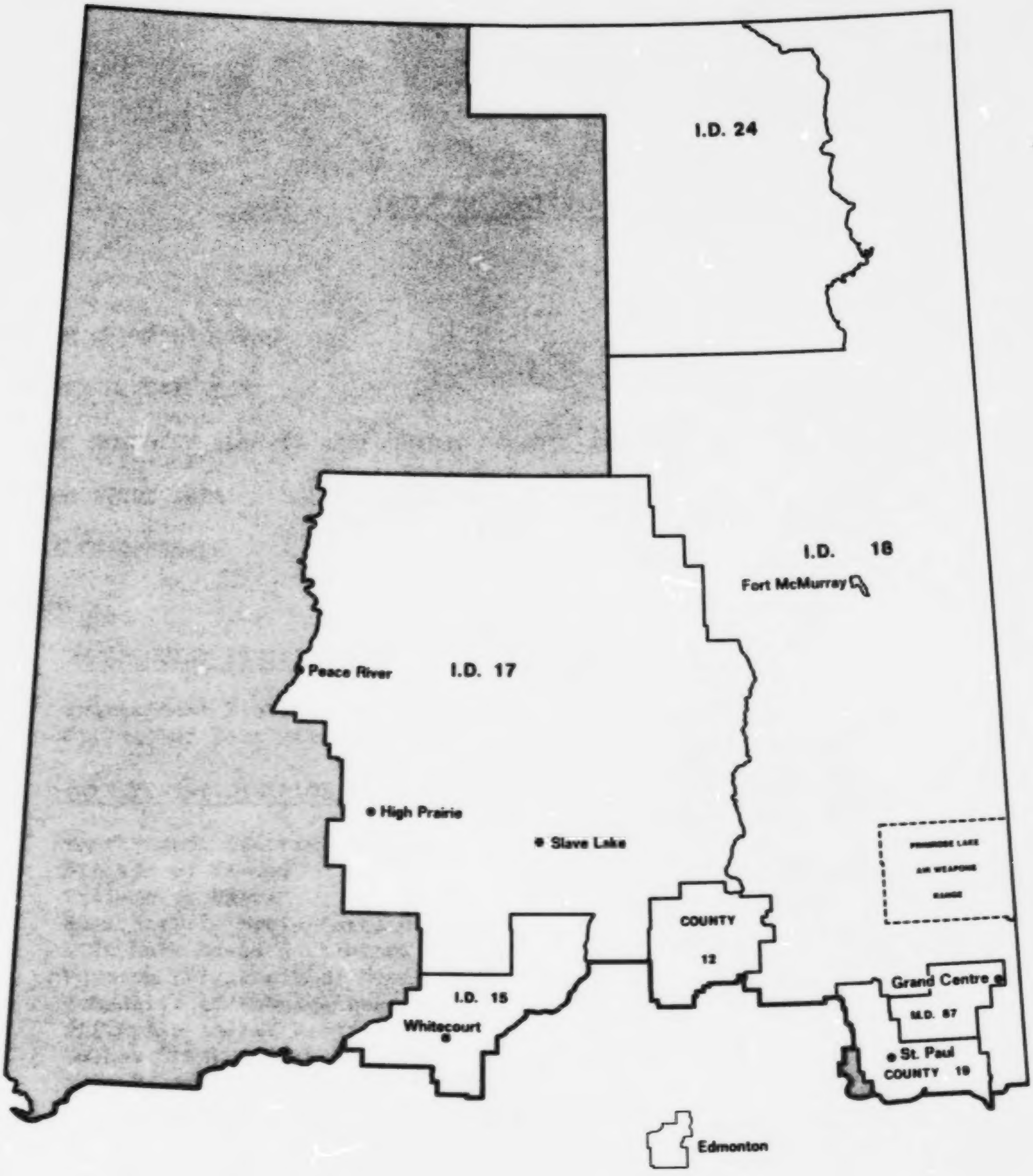
PRIMARY HIGHWAY

SECONDARY ROAD

RAILWAY

Produced by the Alberta Bureau of Surveying and Mapping

© Copyright [illegible]


I.D. 24
I.D. 18
Fort McMurray
Peace River
I.D. 17
High Prairie
Slave Lake
PRIMROSE LAKE
AIR WEAPONS
RANGE
COUNTY
12
Grand Centre
M.D. 87
I.D. 15
Whitecourt
St. Paul
COUNTY 19
Edmonton

MAP OF STUDY AREA — — NORTHEAST/CENTRAL

Produced by the Alberta Bureau of Surveying and Mapping © 1983

TABLE OF CONTENTS

Page 1 of 2

Section

LETTER OF TRANSMITTAL i

PROJECT DESCRIPTION 1.1

MAP OF NORTHERN ALBERTA DEVELOPMENT COUNCIL AREA 1.2

MAP OF STUDY AREA 1.3

TABLE OF CONTENTS 1.4

VOLUME II

IMPROVEMENT DISTRICT #15

Improvement District #15 13.1
Village of Fort Assiniboine 13.2

IMPROVEMENT DISTRICT #17

Improvement District #17 14.1
Village of Kinuso 14.2
Village of Nampa 14.3
East Prairie Metis Settlement #4 14.4
Gift Lake Metis Settlement #3 East 14.5
Peavine (Big Prairie) Metis Settlement #3 West 14.6
Community of Wabasca/Desmarais #166/166A/166B/166C/166D 14.7
Driftpile Indian Reserve #150 14.8
Sucker Creek Indian Reserve #150A14.10 14.9
Swan River Indian Reserve #150E 14.10
Utikoomak Lake Indian Reserve #155/155A/155B 14.11

IMPROVEMENT DISTRICT #18

Improvement District #18 15.1
Community of Fort Chipewyan 15.2
Town of Lac La Biche 15.3
Village of Plamondon 15.4
Caslan Metis Settlement #7 West 15.5
Elizabeth Metis Settlement #9 15.6
Fishing Lake Metis Settlement #10 15.7
Beaver Lake Indian Reserve #131 15.8
Frog Lake Indian Reserve #121/122 15.9
Heart Lake Indian Reserve #167 15.10
Janvier Indian Reserve #194 & Hamlet 15.11

TABLE OF CONTENTS (cont'd)

Section

IMPROVEMENT DISTRICT #24

Improvement District #24 (Wood Buffalo National Park) 16.1

COUNTY OF ATHABASCA #12

County of Athabasca #12 17.1
Town of Athabasca 17.2
Village of Boyle 17.3

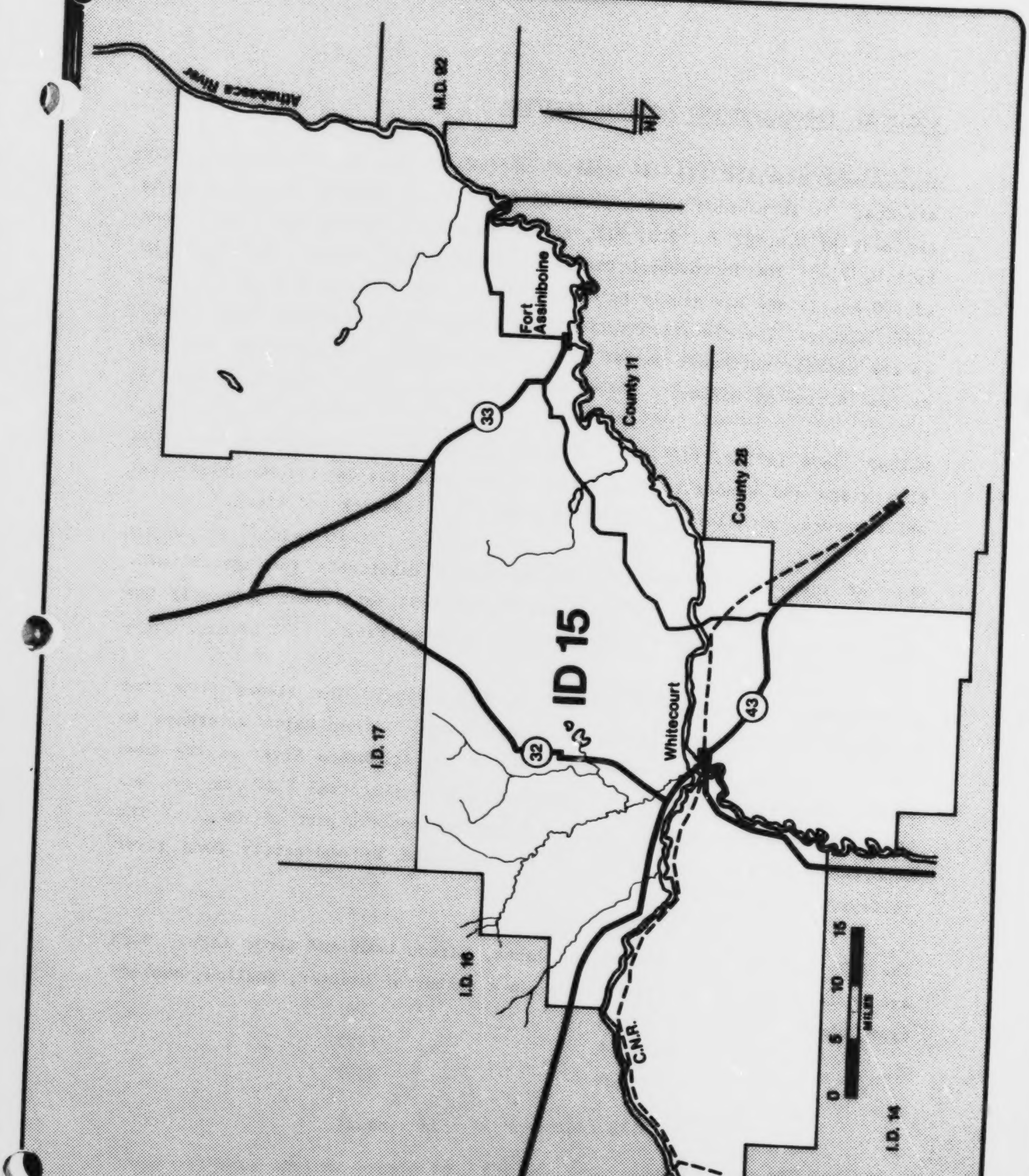
COUNTY OF ST. PAUL #19

County of St. Paul #19 18.1
Town of Elk Point 18.2
Saddle Lake Indian Reserve #125 18.3
Whitefish Lake Indian Reserve #128 18.4

MUNICIPAL DISTRICT #87 (Bonnyville)

Municipal District #87 19.1
Town of Cold Lake 19.2
Village of Glendon 19.3
Kehewin Indian Reserve #123 19.4

IMPROVEMENT DISTRICT
#15


Athabasca River
M.D. 92
N
Fort Assiniboine
County 11
County 28
33
ID 15
I.D. 17
32
Whitecourt
43
I.D. 16
C.N.R.
0 5 10 15
MILES
I.D. 14

LOCATION, TOPOGRAPHY AND PHYSICAL FEATURES

Improvement District #15 is located in the central part of northwestern Alberta. It is bounded to the south by I.D.#14 and Counties #11 and #28, to the east by M.D.#82 and I.D. #17, to the north by I.D. #17 and to the west by I.D. #16. The Improvement District covers approximately 4,800 square km (3,000 sq.mi) and has gently to moderately rolling hills with areas of low--lying muskeg. The elevation varies from a high of 1,189 metres (3,900 feet) in the extreme northwest corner to a low of 549 metres (1,800 feet) in the extreme northeast corner.

Forest lands in I.D. #15 are productive along the Athabasca River, in the Blue Ridge and Windfall Creek areas. Dominant stands include black and white spruce, with lesser amounts of pine, fir, tamarack and birch.

Most of the soils in the I.D. are generally unsuitable for agriculture. Extensive low-lying areas of organic, muskeg-type soils mean that only the southeast portion of the I.D. is moderately productive.

The Athabasca River system drains the entire area. The rivers flow from southwest to northeast toward the Arctic Ocean. Other major waterways in the I.D. include the McLeod River, joining the Athabasca River at the town of Whitecourt; the Freeman River draining the northcentral I.D. region, and the Sakwatamau River, which drains the extreme western part of the I.D. The topography of the river areas is characterized by moderately deep river valleys.

The I.D. has two large recreation lakes, Carson Lake and Goose Lake. Both are stocked with fish. There are also a number of smaller, shallow, muskeg-type lakes.

HISTORICAL SYNOPSIS

There was some settlement in I.D. #15 in the early 1800's with the establishment of Fort Assiniboine as a trading post. It was not until the early 1900's that settlers were attracted to the Whitecourt area. Growth in the area was steady up to 1941 when the population in the I.D. levelled off.

Oil and gas development began to occur in the 1950's. The population increased by 58% between 1956 and 1961. The Town of Whitecourt was involved in service industries and commercial developments and experienced a significant growth rate. This was due primarily to the large number of service and commercial industries located within the Town servicing the oil, gas, and timber industries.

HISTORICAL POPULATION

The following table indicates the growth rate for I.D. #15 for selected years between 1961 and 1982.

HISTORICAL POPULATION FOR I.D.#15

Year	Population
1956	2,474
1961	4,257
1966	4,552
1971	5,329
1976	6,277
1978	6,796
1979	7,154
1981	8,269
1982	8,269

Source: Alberta Municipal Affairs

Note: Figures include populations for all incorporated towns and villages in the I.D.

ECONOMIC BASE

Major economic activities in I.D #15 are the oil and gas industry, forestry, coal development and the servicing of these industries. Agriculture is limited by poor soil and climatic conditions.

There are four oilfields within I.D. #15. They are Judy Creek South; Carson Creek North; Windfall and Blue Ridge. In addition to oilfields lying totally within the boundaries of I.D. #15, approximately 50% of the surface area of the Judy Creek and Greencourt fields that straddle the northern border of I.D. #15, are located in the I.D. These fields had initial total in-place reserves of 250,334 m^3 or 1,574,425,000 stock tank barrels (stb). Forty-five percent is considered economically recoverable with present technology. Approximately 98% of the initial recoverable reserves in the I.D. are located in Judy Creek and Carson Creek North. (Improvement District #15 Background Study, Regional Planning Department of Municipal Affairs.)

Nine natural gas fields are located entirely within the I.D. Portions of 5 other fields are within the area's boundaries. Initial in-place reserves are estimated at 150.3 billion m^3, of which 63% is considered recoverable. The largest field is the Kaybob South field, although only 20% of this field is located within the I.D.'s boundaries. The Kaybob South Gas Plant for the field is located in I.D. #15. Carson Creek and Whitecourt are the next largest fields. Other major fields are Windfall, Greencourt and Paddle River.

Sub-bituminous coal deposits are extensive in I.D.#15. Coal mines are located at Judy Creek and Carson Lake. The two deposits form part of the South Swan Hills coal field. Although only half of the Judy Creek deposit is located within I.D. boundaries, future mining in this are would be important to the economy of I.D. #15. Markets for the coal are heating, coal conversion processes and fuel for thermal electrical generating plants. (I.D. #15 Background Study, Dept. of Municipal Affairs.)

The lumber industry is another major economic resource in I.D. #15. The largest lumber manufacturing plant in Alberta is located at Blue Ridge and operated by Simpson Timber Ltd.

A government decision was made in 1979 to harvest the Berland Timber Lease area in west central Alberta. A portion of the lease (70%) was granted to British Columbia Forest Products for harvesting. The remainder (30%) was granted to 12 quota holders who operate independent sawmills in the area.

According to 1976 Alberta Agriculture figures, the total farm acreage in I.D.#15 is 182,001 acres (73,684 ha), with the average farm consisting of 652 acres (263 ha). The total improved land in the I.D. is 86,965 acres (35,208 ha). The I.D.is better suited to mixed farming including cattle, sheep and forage crops than to the growing of cereal crops. The total farm population decreased by 28% between 1971 and 1976.

PHYSICAL INFRASTRUCTURE

ROADS - Major highways in I.D. #15 consist of primary Highways #43 and #32, secondary roads, municipal roads and local access subdivision roads. Highway #43, the main route connecting Edmonton to Peace River, passes through the Town of Whitecourt.

RAILWAYS - The Canadian National Railway spur line from Edmonton passes through Blue Ridge, Whitecourt and extends westward along the Athabasca River to serve the Windfall and Kaybob South gas plants.

AIRPORTS - The only airport in I.D.#15 is located in Whitecourt. This is a 1,740 m, paved and lighted, all weather airstrip operated by the province of Alberta. There are also three unlicensed airstrips in the I.D. which are owned by oil companies and located at Windfall, Kaybob South, and Judy Creek.

UTILITIES - Utility services in the area include Calgary Power and Northwestern Utilities Limited.

FIRE PROTECTION - The I.D. has provided a fire truck for the hamlet of Blue Ridge to serve the Blue Ridge area. There is also a fire agreement anticipated in the future between the I.D. and Whitecourt.

COMMUNICATION - Radio stations received in I.D. #15 include Edmonton stations CFCW - Camrose and CJYR - Edson. Television stations include ITV, CBC and CTV from Edmonton. The Whitecourt Star is published and circulated in the I.D.

MUNICIPAL GOVERNMENT

The Improvement District is governed by an Advsiory Council consisting of a chairman and 7 councillors.

The Administrative staff is as follows:

Manager: Mr. A.T. Robson

Address:
Improvement District #15
Provincial Building
Whitecourt, Alberta
TOE 2LO

Phone: (403) 778-4844

FINANCIAL DATA

The total General Operating Revenue for the fiscal year ending December 31, 1981 was $2,862,405. The Total Expenditure for the same period was $2,863,505. The General Municipal mill rate based on residential property was 6 mills.

HAMLETS

BLUE RIDGE - Blue Ridge, with a population of 280, is located 16 km east of Whitecourt on Secondary Road #658. There is one school in the hamlet operated by the County of Ste. Anne School District #28. It offers grades 1 to 6 and had a 1981-82 enrollment of 52. Community facilities include a baseball diamond, a community hall, a skating rink and a volunteer fire department with one truck.

GOOSE LAKE - Goose Lake, with a population of 21, is located 27 km west of Ft. Assiniboine on secondary Road #658. There is one municipal park and campground in the hamlet, a community hall, a ball diamond and a small residential section.

FT. ASSINIBOINE HEIGHTS - Ft. Assiniboine Heights, with a population of 34, is located on the west side of Highway #33 on the north bank of the Athabasca River. The community has a trailer park, a service station, a restaurant and a motel.

TOWN OF WHITECOURT

GENERAL OVERVIEW

The Town of Whitecourt is located in I.D. #15, 176 km northwest of Edmonton on Highway #43. The population of Whitecourt in 1982 was 5,408.

ECONOMIC BASE

Whitecourt's economic base is in the oil and gas industry and forestry. The Town is a major industrial and retail service centre for the area. Employment is also generated in the Town through government services and tourism. Future economic growth in Whitecourt is expected to be based on further expansion and development of natural resource extraction.

COMMUNICATIONS

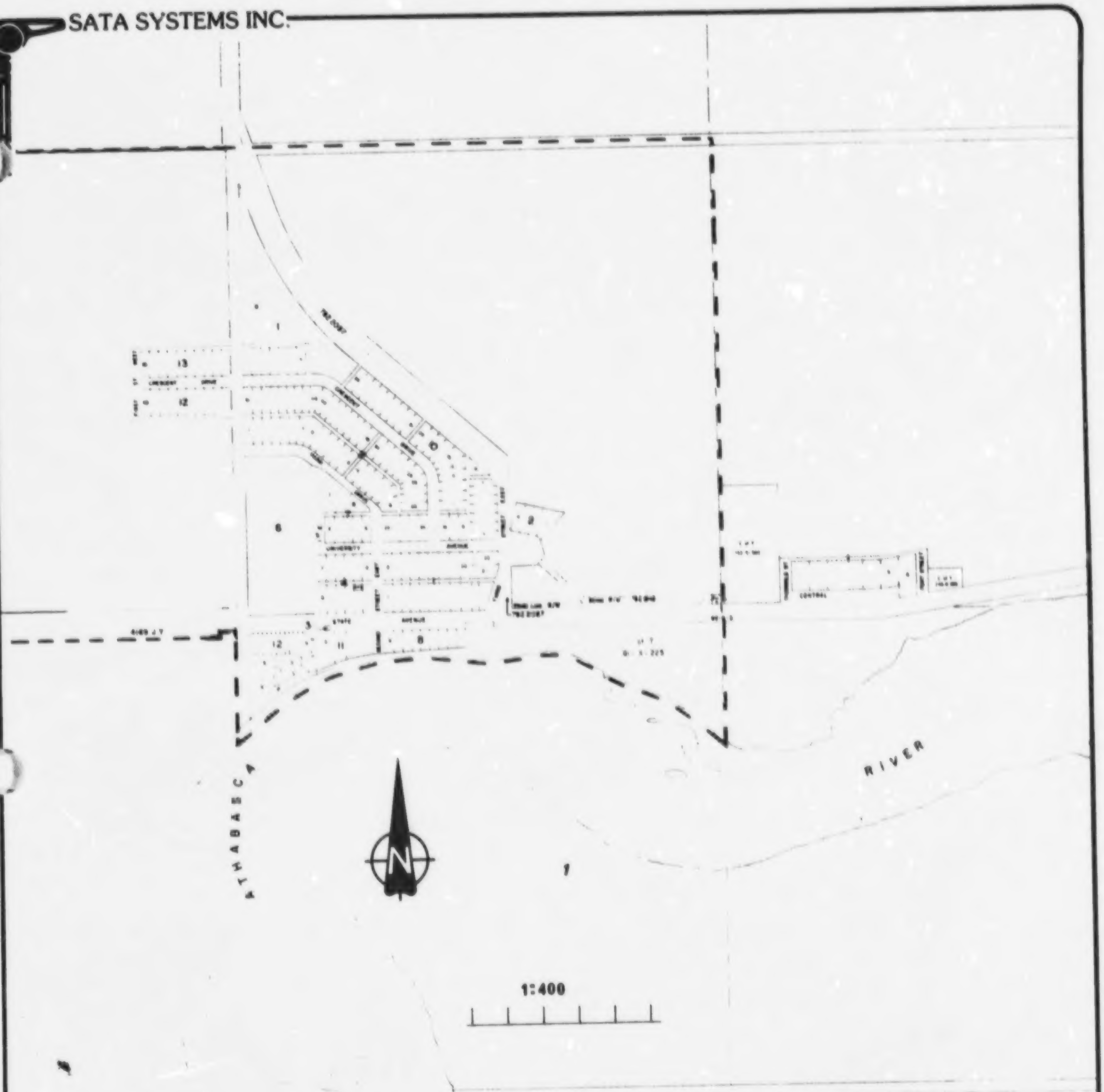
Radio reception in Whitecourt include CFCW - Camrose, CJYR - Edson and Edmonton radio stations. Television stations received are ITV, CBC, and CTV from Edmonton. The local, weekly newspaper is the Whitecourt Star.

RECREATION AND TOURIST FACILITIES

Local recreation facilities include a recreation centre, curling rink, hockey arena, outdoor swimming pool, auditorium, tennis courts, sports fields, a ski hill and a golf course. The Town also has 10 local parks and playgrounds and a public library. Camping and recreation facilities are available at Carson Lake, 24 km north of Whitecourt, Chickadee Creek, 19 km northwest of Whitecourt, Goose Lake, 26 km north and 38 km east of Whitecourt, and Groat Creek, 20 km southwest of Whitecourt. Within Whitecourt itself, there is a local campground and numerous motels for tourist accommodation.

13.2

VILLAGE
OF
FORT ASSINIBOINE


ATHABASCA
RIVER
N
1:400
1
13
12
6
2
3
11
8
12
UNIVERSITY
AVENUE
STATE
AVENUE
CENTRAL

FORT ASSINIBOINE

Alberta
MUNICIPAL AFFAIRS

LOCATION AND ACCESS

The village of Fort Assiniboine is located approximately 150 km northwest of Edmonton in Improvement District #15. It is located on primary Highway #33, north of the Athabasca River.

HISTORICAL SYNOPSIS

The Hudson's Bay Company established the first fur trading post at Fort Assiniboine, on the north bank of the Athabasca River, in 1823. The post was named after the Wood Assiniboine Indians who lived in the area. In the fall of 1824, George Simpson, Governor-in-Chief of the Northern Department ordered the building of a horse-trail between Edmonton and Fort Assiniboine. In the ensuing years, Fort Assiniboine became an important trading station on the transcontinental trading route. By 1877, the Fort was abandoned by the Hudson's Bay Company as an unprofitable operation.

Homesteading in the area began shortly after the Fort's closure, with early claims made in 1907. Fort Assiniboine became established as a farming community, and by 1914 had numerous stores, a post office and a resident doctor.

HISTORICAL POPULATION

The following table indicates the historical population of Fort Assiniboine for selected years from 1961 to 1982.

HISTORICAL POPULATION OF FORT ASSINIBOINE

Year	Population
1961	216
1966	187
1971	173
1976	185
1978	182
1979	182
1981	215
1982	191

Source: Alberta Municipal Affairs

ECONOMIC BASE

The Village of Fort Assiniboine in the past has been dependent primarily upon agriculture for its economy. As the agricultural population declined in the area, the Village's importance as an agriculture service area also diminished. However, since the discovery of oil in the area and the development of oil and gas fields, the importance of Fort Assiniboine as a service centre for the oil and gas industry has increased. The largest portion of the Village's labour force is employed in community businesses or personal service businesses.

TOURIST ATTRACTIONS AND SERVICES

Fort Assiniboine has a reputation as a historic Village offering good outdoor recreational facilities. While there are no provincial parks in the area, several campgrounds and picnic facilities are available. Holmes

Crossing, a picnic facility located 3 km south of Fort Assiniboine, offers some good fishing. Goose Lake campground, 22 km east on secondary Highway #658, has 25 overnight sites. The old Fort Assiniboine, a replica of the original Fort, is the most significant historic site in the area. Accommodation facilities in the Village are provided by the Fort Motor Inn (21 rooms).

PHYSICAL INFRASTRUCTURE

ROADS - The main access route to Fort Assiniboine is primary Highway #33. It runs northwest to Swan Hills (61 km) and southeast to Barrhead (40 km). The main roads in the village are paved.

RAILWAYS - There is no rail service available in Fort Assiniboine. The closest railway line is located at Barrhead, 40 km southeast.

AIRPORTS - There is no airport at Fort Assiniboine. The closest airstrip is located 40 km southeast at Barrhead.

BUS SERVICES - Greyhound Bus Lines offers daily passenger and freight services in both north and south directions.

UTILITIES - All modern utility services are available in Fort Assiniboine including natural gas, electric power, telephone, treated water and piped in sewage facilities.

SCHOOLS - Fort Assiniboine has one school under the Barrhead School District #11, offering grades 1 to 12. The total enrollment for the school in June 1981, was 257 students.

RECREATION - The Village of Fort Assiniboine has a recreation complex that contains 3 sheets of artificial ice for curling, a games room and a community hall. There is also an outdoor skating rink and a senior citizens drop-in centre.

HEALTH FACILITIES - The closest hospital facilities and medical services are available in Barrhead. The Village has a visiting public health nurse who holds a clinic once a month.

SOCIAL HOUSING - No social housing is available in the Village.

HOUSING INVENTORY - The Village office indicates that there are presently 80 single family dwellings and one four-plex is under construction.

FIRE PROTECTION - There is a 10-man volunteer fire department in Fort Assiniboine and one pumper truck. The fire department serves the eastern portion of I.D. #15.

POLICE - The Village is served by the R.C.M.P. detachment from Swan Hills, 61 km northwest of Fort Assiniboine.

SENIOR CITIZEN LODGING - Fort Assiniboine has a self-contained 6-unit housing complex for senior citizens.

BANKING FACILITIES - There is an Alberta Treasury Branch located in the Fort Assiniboine community.

MUNICIPAL GOVERNMENT

The Village of Fort Assiniboine was incorporated in 1958. The Village is governed by a mayor and 2 councillors.

The Administrative staff is as follows:

Town Secretary: Louise Davidson

Address: Village of Fort Assiniboine
Box 150
Fort Assiniboine, Alberta
TOG 1AO

Phone: (403) 584-3922

FINANCIAL DATA

The total General Operating Revenue for the Village of Fort Assiniboine for the fiscal year ending December 31, 1981 was $117,723.00. The total expenditure for the same period was $81,835.

FORT ASSINIBOINE DIRECTORY OF GOVERNMENT AGENCIES

PROVINCIAL GOVERNMENT

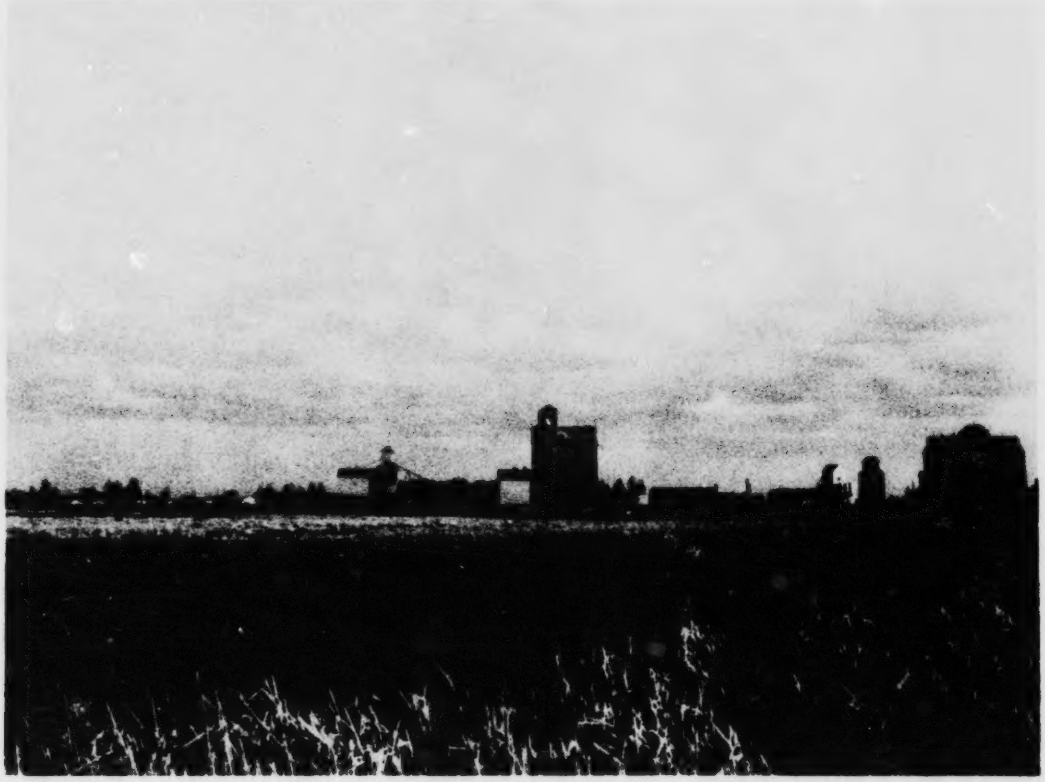
ALBERTA ENERGY & NATURAL RESOURCES	
Ranger Station	Phone: 584-3774
ALBERTA MUNICIPAL AFFAIRS	Phone: 584-3955
ALBERTA TRANSPORTATION	
Maintenance Yard	Phone: 584-3835

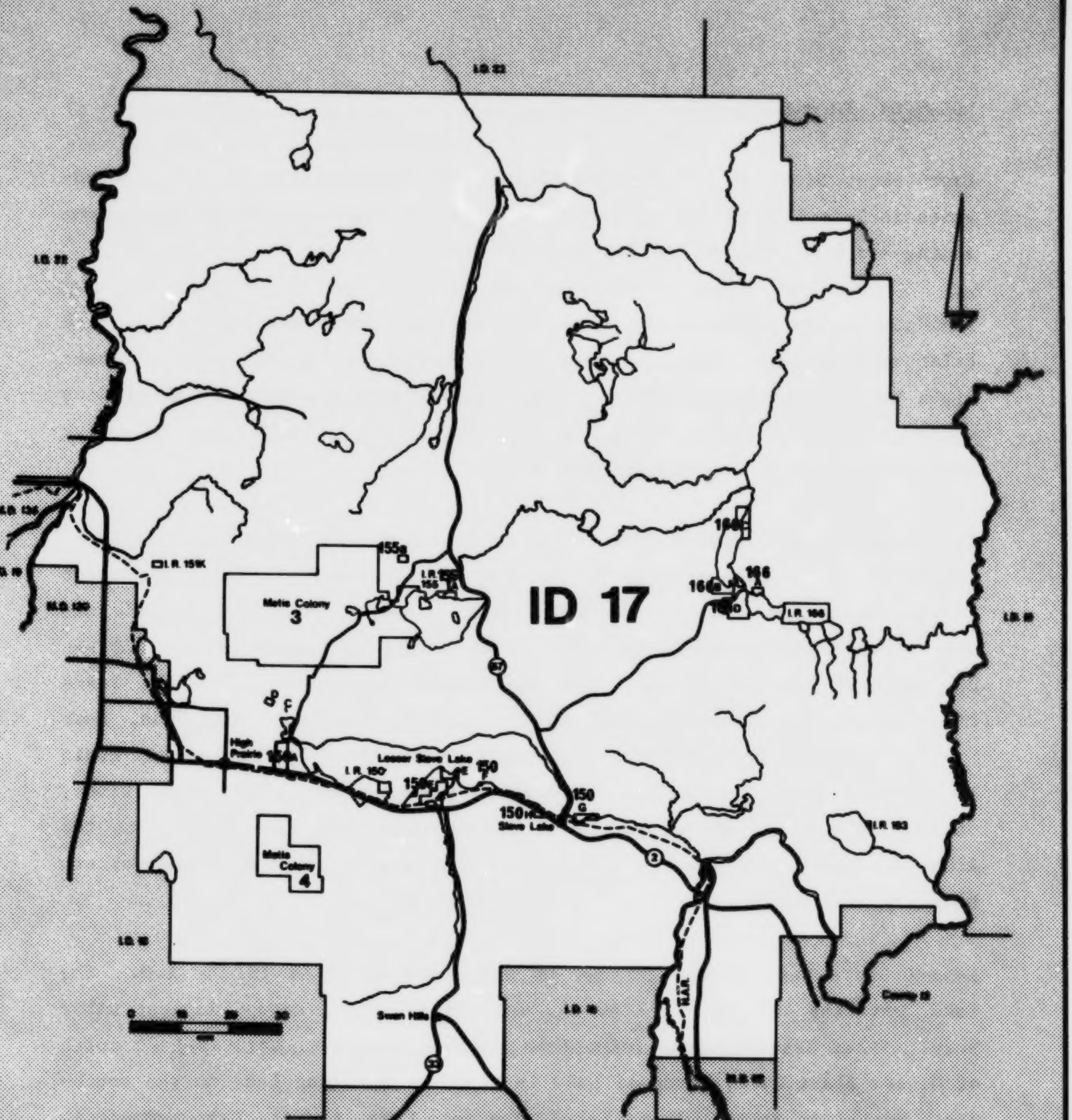
FEDERAL GOVERNMENT

POST OFFICE	Phone: 584-3739

14.1

IMPROVEMENT DISTRICT
#17




I.D. 23
I.D. 21
ID 17
Metis Colony
3
155
I.R. 151K
High Prairie
Lesser Slave Lake
I.R. 150
150
F
150
G
150
Slave Lake
166
C
166
166
D
I.R. 166
I.R. 163
2
67
Metis Colony
4
Swan Hills
33
0
10
20
30

LOCATION, TOPOGRAPHY AND PHYSICAL FEATURES

Improvement District #17 is located in north-central Alberta. Its boundaries include I.D. #23 to the north, I.D. #18 to the east, County #12 to the south, and I.D. #16, M.D. #130, and I.D. #22 in the west.

The I.D. covers an extensive area with a considerable portion of the district undeveloped. The most significant topographical feature is Lesser Slave Lake, north of Swan Hills. The topography of the I.D. is level with gently rolling plains covering the western portion of the I.D. Extensive muskeg covers much of the remaining area.

The Peace and Athabasca Rivers, characterized by their steep river valleys, are the main drainage systems in the I.D. The Peace River forms a portion of the western boundary of the I.D. Other rivers in the I.D. include the Heart River, which enters the Peace River on the west side of the I.D. at the town of Peace River, and the Cadotte River, draining into the Peace River in the northwestern part of the I.D. The Driftpile, Swan, East Prairie and West Prairie rivers originate in the Swan Hills area and drain into Lesser Slave Lake and the Athabasca River. The Lesser Slave River, drains the eastern end of the Lesser Slave Lake, and then flows into the Athabasca River system. The Athabasca River forms a portion of the eastern boundary of I.D. #17.

Lesser Slave Lake is the largest of the numerous lakes in the I.D. The lake, covering 460 sq. mi. (740 sq. km), is Alberta's second largest water body. Other lakes include Snipe Lake in the southwest, Utikuma Lake north of Lesser Slave Lake, Winagami Lake in the west, Calling Lake in the southeast, North and South Wabasca Lakes, Peerless Lake, Cadotte Lake and Little Buffalo Lake. Many of the lakes in the I.D. are shallow and located in poorly drained muskeg areas.

Forest cover is primarily white spruce and aspen. Areas of poor drainage are dominated by black spruce, tamarack and willow. The Cadotte Lake area in the northeastern portion of the I.D. has well-drained sandy soils dominated by jack pine forest cover.

HISTORICAL POPULATION

The following table indicates the historical population of I.D. #17 for selected years between 1956 and 1982.

HISTORICAL POPULATION FOR I.D. #17

Year	Population
1956	12,958
1961	13,062
1966	11,883
1971	11,091
1976	11,145
1977	11,145
1978	11,209
1979	11,209
1980	11,222
1981	11,222
1982	11,699

Source: Alberta Municipal Affairs

Note: The population figures do not include incorporated towns and villages, Indian reserves or Metis settlement populations.

ECONOMIC BASE

Much of the economy of I.D. #17 is based primarily on agriculture and related service industries. Forestry, oil and gas, commercial fishing and tourism are also important.

According to the 1976 Alberta Census of Agriculture, the total farm acreage in I.D. #17 is 752,888 acres (304,812 ha). This represents a 42.6% increase in the total acreage over the 5-year period from 1971 to 1976. The total improved land in the I.D. is 425,978 acres (172,460 ha). The average farm in 1976 consisted of 984 acres (398 ha) and represented a 108.9% increase in farm size from 1971 to 1976. The Towns of Peace River, High Prairie and the Village of Nampa all provide agricultural and retail services.

The forestry industry in I.D. #17 is a significant economic factor. There are extensive areas of productive timber stands. A number of smaller scale sawmills are located throughout the Improvement District.

The oil and gas industry is an important part of the economy of the I.D. The most notable project is the Peace River In-Situ Pilot Project, involving the recovery of crude bitumen from oil sands deposits. The plant is located approximately 59 km northeast of the Town of Peace River. The pilot plant was constructed to test the commercial viability of a new steam drive recovery process. If the plant is successful, it will employ approximately 8000 people in the construction phase and 3000 permanent employees in its operation.

Important oilfields in the I.D. include the Golden Oilfield (near Cadotte Lake), the Utikuma Field (west of Utikuma Lake), and the Snipe Oil Field (west of Snipe Lake). Gasfields are located at Giliwood Field (southwest of High Prairie), and the Heart River Field (north of Winagimi Lake).

Commercial fishing in Lesser Slave Lake and tourism also contribute to the economy of the I.D. The shoreline in the Slave Lake and Winagimi Lake Provincial Parks have a Canada Land Inventory classification of #1 for recreation.

PHYSICAL INFRASTRUCTURE

ROADS - Major highways in I.D. #17 include primary Highway #67, running north-south through the I.D., Highway #2 running in an east- west direction, and Highways #33 and #34. The I.D. also contains secondary Highways #679, 749, 750, 747 and 754.

RAILWAYS - Railway services are provided by the Canadian National Railway. The railway runs through the southwest portion of the I.D. and then continues in a westerly direction through the Towns of Slave Lake, Kinuso and High Prairie.

AIRPORTS - The towns of High Prairie, Swan Hills and Slave Lake all have paved and lighted airstrips. Grass landing strips are located at Cadotte Lake, Little Buffalo Lake, Red Earth, Sandy Lake and Trout Lake. The only commercial airport is located near the Town of Peace River.

UTILITIES - Utility services vary throughout the I.D. The towns and villages tend to have services similar to larger urban centres.

FIRE PROTECTION - The towns and villages in the I.D. have volunteer fire departments that service their surrounding areas. For example, the I.D. has an agreement with Nampa for its fire department to service the surrounding area with the exception of Cadotte Lake and Little Buffalo. The Nampa Fire Department was provided with one additional truck from the I.D.

COMMUNICATION - Radio stations received in I.D. #17 include CKYL Peace River, CFGP Grande Prairie, CFOK Westlock, and various Edmonton stations. Television stations include CBC, CBC (French channel), and CTV. Newspapers published are the Peace River Record Gazette, the Slave Lake Leader, the South Peace News, and the Swan Hills Grizzly Gazette.

Because of the large area of I.D. #17, radio and television stations reception varies according to location.

MUNICIPAL GOVERNMENT

I.D. #17 has been divided into three separate I.D. bodies. The Improvement District is governed overall by the Minister of Alberta Municipal Affairs as Council for the I.D. He is assisted in I.D. #17 by separate Advisory Councils in each of the I.D. areas.

1. I.D. #17 (West) - The Advisory Council consists of a chairman and 7 councillors.

   Manager: Don Howden

   Address: Improvement District #17
   Peace River, Alberta
   TOH 2XO

   Phone: (403) 624-6121

2. I.D. #17 (Central) - There are two Advisory Councils for the central region of the Improvement District. The Northern Council consists of a chairman and 5 councillors. The Southern Council consists of a chairman and 4 councillors.

   Manager: Len Kruger

   Address: Improvement District #17
   High Prairie, Alberta
   TOG OEO

   Phone: (403) 523-4561

3. I.D. #17 (East) - There are two Advisory Councils for the eastern section of Improvement Distrct #17. Both the northern and southern Advisory Councils consist of a chairman and 4 councillors.

Manager: Ron Campbell

Address: Improvement District #17
Box 722
Slave Lake, Alberta
TOG 2AO

Phone: (403) 849-2281

HAMLETS

ATIKAMEG - Atikameg, with a 1982 population of 50, is located just off Highway #750, approximately 60 km north of Lesser Slave Lake on the northern shore of Lake Utikuma. There is one school in the hamlet under the jurisdiction of the Northland School Division. It offers grades 1 to 8 and had a 1982 enrollment of 140. Recreational facilities include a gymnasium, baseball diamond, and a skating rink. Water is supplied from a community well and sewage disposal is through outdoor privies.

CADOTTE LAKE - Cadotte Lake, with a 1982 population of 135, is located approximately 80 km northeast of the Town of Peace River on Highway #686. There is one school in the hamlet under the Northland School Division. The school offers grades 1 to 8 and had a 1982 enrollment of 55 students. Recreation facilities include a community hall and a skating rink. Water is supplied by wells and a reservoir. Sewage disposal is through outdoor privies.

CANYON CREEK - Canyon Creek, with a 1982 population of 122, is located approximately 25 km west of the Town of Lesser Slave Lake on Highway #2. Facilities include a community hall, a baseball diamond and a skating rink. Water is obtained from a reservoir and sewage disposal is through septic tanks.

ENILDA - Enilda, with a 1982 population of 141, is located approximately 10 km east of the Town of High Prairie on Highway #2. Facilities include a community hall and baseball diamonds. Water is obtained from a reservoir and sewage disposal is through septic tanks.

FAUST - Faust, with a 1982 population of 386, is located approximately 55 km west of the Town of Slave Lake on Highway #2. There is one school in the community under the High Prairie School Division #48. It offers grades 1 to 9 and had a 1982 enrollment of 125 students. Facilities in the hamlet include a community hall, a skating rink and a ball diamond. There is treated piped water and a sewage system.

GROUARD - Grouard, with a 1982 population of 545, is located on Highway #750, at the west end of Lesser Slave Lake. There is one school in the hamlet under the Northland School Division. It offers grades 1 to 9 and had a 1982 enrollment of 157 students. Adult Education is provided by the Grouard Alberta Vocational Centre. Facilities in the community include a community hall, a skating rink and baseball diamonds. There is a partial piped-in water and sewage disposal system.

JOUSSARD - Joussard, with a 1982 population of 243, is located 30 km east of High Prairie on Highway #2. There is one school under the High Prairie School Division #48. The school offers grades 1 to 6 and had a 1982 enrollment of 55. Community facilities include a community hall, baseball diamonds and a skating rink. Water is obtained from Lesser Slave Lake and sewage disposal is through septic tanks.

LITTLE BUFFALO LAKE - Little Buffalo Lake, with a 1982 population of 135, is located approximately 100 km northeast of the Town of Peace River at the end of Highway #686. There is one school in the hamlet which is run by Northland School Division. The school offers grades 1 to 8 and had a 1982 enrollment of 61. Community facilities include a community hall, a skating rink and baseball diamonds and a nearby grass airstrip. Water is obtained from wells and creeks. Sewage disposal is through septic tanks and outdoor privies.

LOON LAKE - Loon Lake, with a 1982 population of 325, is located approximately 165 km north of Lesser Slave Lake and just west of Highway #67. The hamlet has one school operated by the Northland School Division. Grades 1 to 9 are offered with a 1982 enrollment of 83. Water is obtained from wells and the Loon River. Sewage disposal is through septic tanks.

PEERLESS LAKE - Peerless Lake, with a 1982 population of 150, is located approximately 230 km north of Lesser Slave Lake. There is one school in the hamlet operated by the Northland School Division. It offers grades 1 to 9 with a 1982 enrollment of 84. Water is obtained from wells and Peerless Lake. Sewage disposal is through outdoor privies.

SANDY LAKE - Sandy Lake, with a 1982 population of 160, is located approximately 150 km northeast of Lesser Slave Lake. There is one school in the community which is operated by Northland School Division. It offers grades 1 to 7 and had a 1982 enrollment of 21. A grass airstrip is available for light aircraft. Water is obtained from wells and sewage disposal is through outdoor privies.

ST. ISIDORE - St. Isidore, with a 1982 population of 51, is located approximately 12 km east of the Town of Peace River via Highway #686. The hamlet has a community hall and newly constructed water reservoir and sewage disposal facilities.

RENO - Reno, with a 1982 population of 35, is located approximately 33 km southeast of the Town of Peace River. The hamlet is located directly adjacent to the N.A.R. line.

TROUT LAKE - Trout Lake, with a 1982 population of 150, is located approximately 250 km north of Lesser Slave Lake. There is one school operated by the Northland School Division which offers grades 1 to 9. Total enrollment in 1982 was 62. The community contains a grass airstrip, a skating rink and baseball diamonds. Water is obtained from Graham Lake and Trout River and sewage disposal is through septic tank and outdoor privies.

WIDEWATER - Widewater, with a 1982 population of 325, is located approximately 20 km west of the Town of Slave Lake on Highway #2. Water is obtained from wells and sewage disposal is through septic tanks.

TOWN OF PEACE RIVER

GENERAL OVERVIEW

The Town of Peace River is located in I.D. #17, 486 km northwest of Edmonton on Highway #2. It had a 1982 population of 6,043 (Alberta Municipal Affairs 1982).

ECONOMIC BASE

The Town of Peace River is situated in an area abundant with rich natural resources including productive agricultural lands, valuable forest stands, iron ore deposits, and tar sands deposits. It is a business, transportation, tourism, government and recreation centre for a trading area of over 70,000 people.

The primary industry in the area is agriculture. The main agricultural centre is Grimshaw, 30 km west of Peace River. The most notable project in the area which has the potential of generating significant employment, is the Shell In-Situ Pilot Plant. This was discussed in greater detail in the profile for I.D. #17. If developed, the project will undoubtedly create significant economic spin-offs for the Town of Peace River.

COMMUNICATIONS

Radio reception in Peace River includes CKYL - Peace River, CBC-FM and CKUA-FM radio stations. Television stations availalbe are CBXT, CTV and CBXFT, along with cable service. Local newspapers available are the Record Gazette and the North Peace Pictorial.

HEALTH FACILITIES

The Town of Peace River has one 71-bed hospital and one 50-bed Auxiliary Hospital. There are 11 doctors, 3 dentists, 3 medical clinics and one 76-bed nursing home located in the Town.

TOWN OF HIGH PRAIRIE

GENERAL REVIEW

The Town of High Prairie is located in the Peace River District of Improvement District #17. The Town is situated adjacent to Highway #2 at the western end of Lesser Slave Lake, approximately 364 km northwest of Edmonton. The terrain in the High Prairie area is flat prairie. In 1982 the Town had a population of 2,506 (Alberta Municipal Affairs).

ECONOMIC BASE

High Prairie acts as a major agricultural servicing centre in an agricultural area that is expanding to the north, south and west. The development of forest resources north of the Town and natural gas fields in the Swan Hills area contribute to the economy of the area. Retail and government services complete the High Prairie economic base.

COMMUNICATIONS

Radio reception in High Prairie includes CKYL - Peace River, CFGP - Grande Prairie, CFCW - Camrose, and various Edmonton stations. Television reception consists of CBC and CTV and a satellite station which receives two channels.

HEALTH FACILITIES

A regional Hospital is located in High Prairie. It consists of 76 beds and 8 doctors. Other health facilities include a dentist, one Nursing Home, one Senior Citizens Lodge and the Prairie River Medical Clinic. Air ambulance facilities are also available.

RECREATION AND TOURIST FACILITIES

Recreation facilities in High Prairie include a hockey arena, a curling rink, tennis courts, an outdoor swimming pool, a golf course and baseball diamonds. There are also hunting, fishing and camping opportunities in the surrounding area.

TOWN OF SLAVE LAKE

GENERAL OVERVIEW

The Town of Slave Lake is located on Highway #2, 248 km north of Edmonton. It had a 1982 population of 4,562. (Alberta Municipal Affairs 1982)

ECONOMIC BASE

Growth in the Slave Lake area economy has been associated primarily with mink ranching and commercial fishing. Today, the Town has a diverse economic base ranging from agriculture, forestry, oil and gas industry, to government, tourism, and small manufacturing.

COMMUNICATIONS

Radio stations received in Slave Lake include CHED - Edmonton and CFCW - Camrose. Television stations include CBC and four satellite channels. Local newspapers available are the Scope and the Lakeside Leader.

HEALTH FACILITIES

The Town of Slave Lake has one 34-bed hospital, 6 doctors, 2 dentists, and 1 medical clinic. There is also a sub-office of the Athabasca Health Unit.

RECREATION AND TOURIST FACILITIES

Recreation facilities in the Town include an arena, curling rinks, tennis courts, a golf course, baseball diamonds and a swimming pool.

TOWN OF SWAN HILLS

GENERAL OVERVIEW

Swan Hills is located 209 km northwest of Edmonton in I.D. #17 at the junction of Highways #32 and #33. The population in 1982 was 2,497.

ECONOMIC BASE

The economic base of Swan Hills is tied directly to the rich resources in the area. Oil, coal, timber and natural gas are all available in the surrounding district. The oil industry is the major employer in the area together with related service industries.

COMMUNICATIONS

Radio stations received in Swan Hills include CFCW - Camrose, CFOK - Westlock and various Edmonton stations. Television channels received are CTV, ITV, and CBC from Edmonton, with cable service available. The local newspaper is the Grizzly Gazette.

HEALTH FACILITIES

There is no hospital available in Swan Hills. The closest one is at Barrhead, 96 km southeast of the Town. Health services available to residents include a medical clinic and a sub-office of the Sturgeon Public Health Unit.

RECREATION AND TOURIST FACILITIES

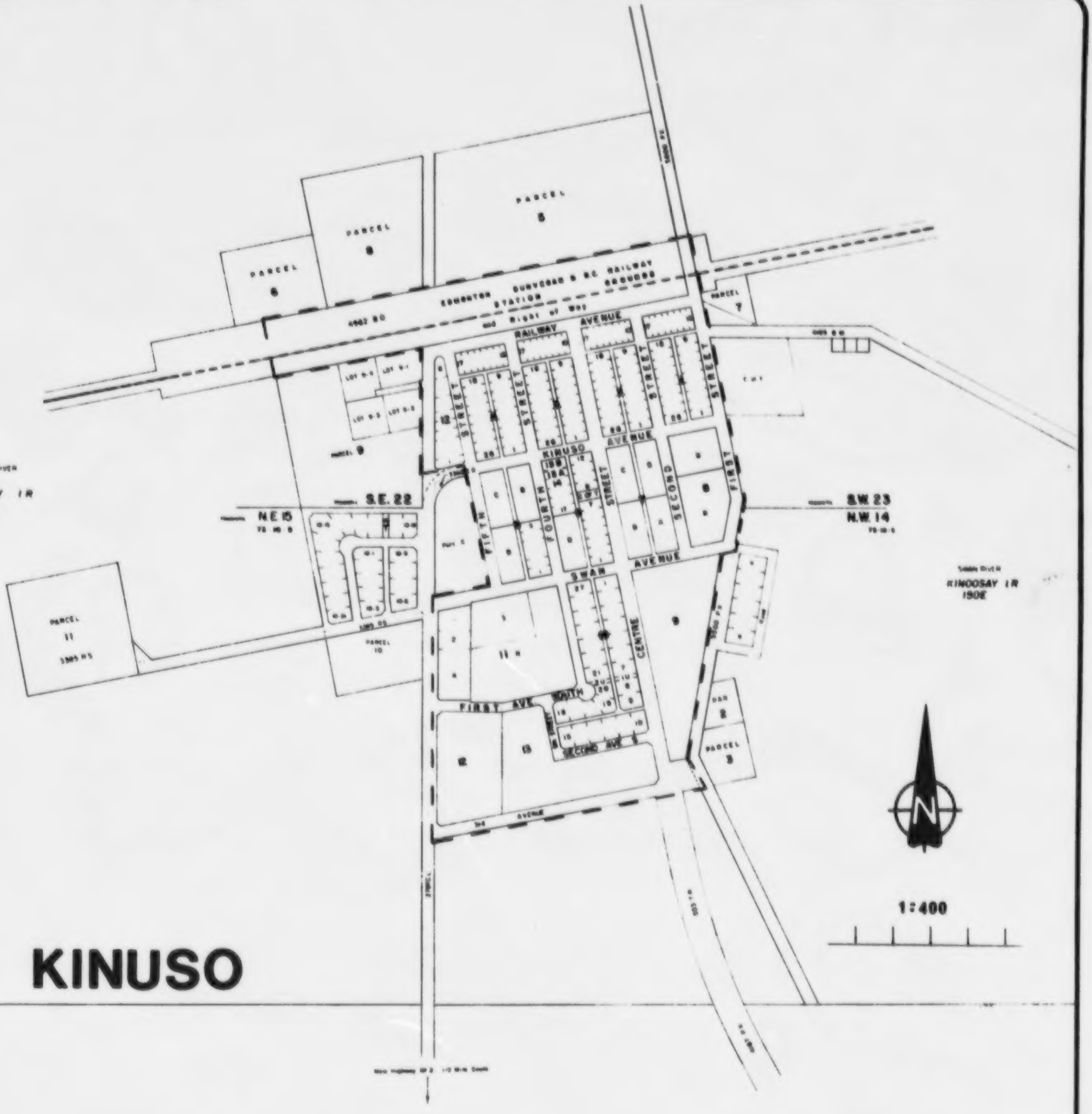
The Town of Swan Hills has modern recreation facilities including an indoor ice arena, a 25 meter indoor swimming pool, three sheets of curling ice, tennis courts, baseball diamonds, a community centre and the Swan Ridue Ski Hill.

The main tourist attractions are fishing, hunting and the outdoor wilderness. Snowmobiling, cross-country skiing, downhill skiing, camping and canoeing also draw people to the area. There is a Provincial campground on Highway #33, and the Freeman Lake Park 20 km from the Town. The annual Sports Day is held on the first Saturday of June. There are three motels and 1 hotel in the Town offering tourist accommodation.

VILLAGE
OF
KINUSO

WELCOME TO
KINUSO

SATA SYSTEMS INC.


PARCEL 5
PARCEL 6
PARCEL 8
PARCEL 7
EDMONTON DUNVEGAN & BC RAILWAY STATION GROUNDS
Right of Way
RAILWAY AVENUE
LOT 9-1
LOT 9-2
LOT 9-3
PARCEL 9
KINUSO AVENUE
SWAN AVENUE
FIFTH STREET
FOURTH STREET
STREET
SECOND STREET
FIRST STREET
CENTRE
S.E. 22
N.E. 15
S.W. 23
N.W. 14
SWAN RIVER
KINOOSAY I.R.
150E
PARCEL 11
PARCEL 10
FIRST AVE SOUTH
SECOND AVE
AVENUE
PAR 2
PARCEL 3
1:400

KINUSO

Alberta
MUNICIPAL AFFAIRS

LOCATION AND ACCESS

The Village of Kinuso is just south of Lesser Slave Lake in Improvement District #17. It is located on Highway #[illegible], approximately 50 km from the Town of Slave Lake.

HISTORICAL SYNOPSIS

The Village of Kinuso is located near the Swan River, which flows into the Lesser Slave Lake. The Village takes its name from the Cree word meaning "fish". The community was originally named after the Swan River which the Cree Indians call Wapisew Sepi.

The Village's first residents came by way of Athabasca, with their possessions loaded in wagons pulled by teams of horses or oxen. The railway came to the village in 1914. Two years later a wagon bridge was built across the Swan River. Disaster struck in 1918, when a flu epidemic wiped out approximately half the area's Indian population.

In 1919 the United Farmers Association hall was built. The Royal Bank opened its first branch in 1921.

HISTORICAL POPULATION

The following table indicates Kinuso's historical population for selected years between 1951 and 1982.

HISTORICAL POPULATION OF KINUSO

Year	Population
1951	238
1959	316
1960	459
1965	472
1971	267
1976	305
1982	285

Source: Alberta Municipal Affairs

ECONOMIC BASE

Agriculture is the most important economic activity in the Kinuso area. Mixed farming and cow/calf operations are the predominant type of operation. According to 1975 statistics from Alberta Municipal Affairs, the Kinuso area has 20,161 acres (8,162 ha) of farmland with principal crops being rapeseed, barley, and forage crops. In the past few years an estimated 1500 acres (607 ha) have been developed for farming. In 1973 the grain elevator in Kinuso closed down to accommodate the centralization o grain delivery to High Prairie. This subsequently increased the importance of cattle raising in the Kinuso area.

The forestry industry's impact in the Kinuso area has diminished. Although twenty people in the area are employed in logging operations, most private operators have been replaced by larger companies out of Slave Lake. The oil and gas industry has affected the Village of Kinuso. The industry presently employs 50-60 people directly in the area.

Kinuso serves as a retail service centre for the community, the Swan River Indian Reserve, Faust and Driftpile.

TOURIST ATTRACTIONS AND SERVICES

Kinuso, located on the south shore of Lesser Slave Lake, offers outdoor recreation tourist facilities. The communities of Kinuso and Faust jointly developed Spruce Point Park camping and picnic area. The Park is managed by the Spruce Point Park Association. A natural wilderness camping area, located 10 km north of Kinuso, has been set aside for the region. The purpose of the area is to provide natural wilderness surroundings for hiking and camping.

Events organized by the Village include an annual rodeo at Spruce Point Park on the July 1st weekend. This event is well attended and includes a ball tournament. The Central Slave Lake Agricultural Society hosts an agricultural fair on the third weekend in August.

PHYSICAL INFRASTRUCTURE

ROADS - The main access road to the Village of Kinuso is primary Highway #2. Internal roads are gravel with the main street to be paved in 1982.

RAILWAYS - The Canadian National Railway passes through the Village but does not make a stop.

AIRPORTS - The closest paved and lighted airstrip is located at Slave Lake, 50 km east of the Village. The nearest commercial airport with commercial flights and air freight facilities is located in Edmonton.

BUS SERVICES - Greyhound Bus Lines offers passenger and freight services twice daily to and from Edmonton.

UTILITIES - All modern utility services are available in Kinuso including electric power, telephone, treated water, and piped sewage facilities. Natural gas will be available in the fall of 1982.

SCHOOLS - Kinuso has one school which offers kindergarten to Grade 12. The school is under the High Prairie School Division and had a total 1981-82 enrollment of approximately 230 students.

RECREATION - Kinuso has recently built an Agricultural Complex containing a curling rink, community hall, library, and a museum. There are also two community halls, baseball diamonds, an outdoor skating rink and use of the school gym for family nights and organized sports. There is a local recreation Board consisting of three members from Kinuso and one from I.D. #17.

HEALTH FACILITIES - The closest hospital and medical services are in Slave Lake and High Prairie. Kinuso has a sub-office of the Athabasca Health Unit with one full-time staff.

SOCIAL HOUSING - Kinuso has 8 units of low rental row housing and 6 single low rental family units.

HOUSING INVENTORY - The Village office indicates that Kinuso has approximately 65 single family homes, 35 mobile homes and no apartment units. The number of housing units is growing, with 3 to 4 single family units developed each year.

FIRE PROTECTION - The Village has an eight member volunteer fire department with one pumper truck. The department serves an area within a 20 km radius of the Village.

POLICE - Police protection is provided by a 5-member R.C.M.P. detachment from Faust.

SENIOR CITIZEN LODGING - Kinuso has six self-contained units for senior citizen accommodation.

BANKING FACILITIES - The Royal Bank establishes an office in Kinuso twice weekly on Tuesdays and Fridays. Banking facilities are also available in High Prairie and Slave Lake.

MUNICIPAL GOVERNMENT

The Village of Kinuso was incorporated on December 31, 1949. The Village is governed by a mayor and two councillors.

The Administrative staff is as follows:

Municipal Secretary: Miss J. Roe

Address:
Village of Kinuso
Box 57
Kinuso, Alberta
TOG 1KO

Phone: (403) 775-3570

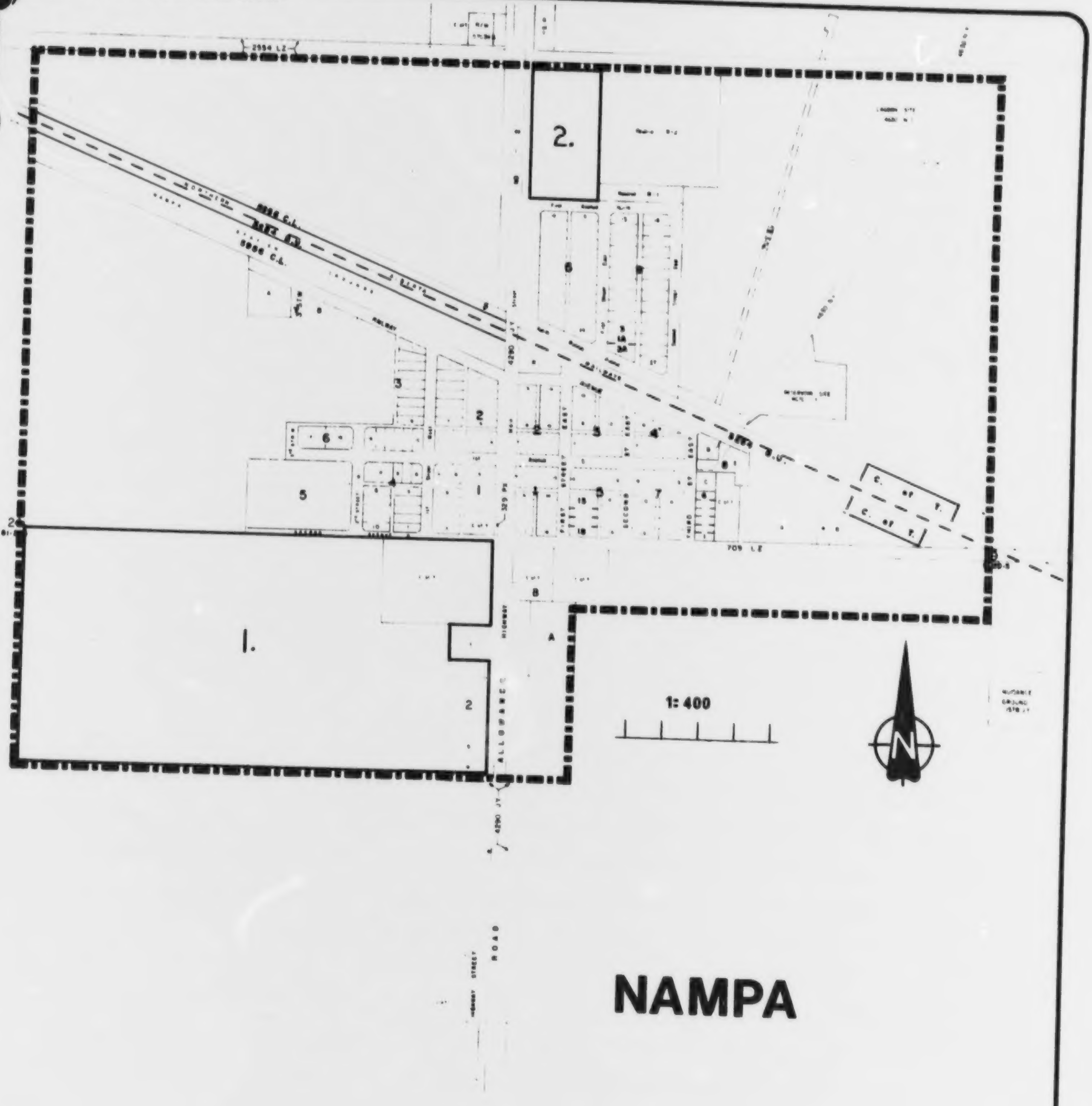
FINANCIAL DATA

The total General Operating Revenue for the Village of Kinuso for the fiscal year ending December 31, 1981 was $187,462. The total expenditure for the same period was $168,360. The General Municipal Mill Rate based on residential property in 1981 was 35 mills.

14.3

VILLAGE
OF
NAMPA

SATA SYSTEMS INC.


2554 L.Z.
2.
RAILWAY
4290
1.
2
709 L.Z.
C. of F.
C. of F.
8
A
HIGHWAY
ALLOWANCE
4290 JY
ROAD
STREET
FIRST STREET
SECOND
THIRD
EAST
1: 400
N
NUISANCE GROUND

NAMPA

Alberta
MUNICIPAL AFFAIRS

LOCATION AND ACCESS

Nampa is an agricultural community, located on Highway #2 in I.D. #17. The town is 28 km southeast of Peace River and 110 km north of Valleyview.

HISTORICAL SYNOPSIS

The first homestead in the Nampa area was filed by a man called "Pa" Christian in 1916. Soon after, East Dunvegan and B.C. Railway Company built a line through the area. A hotel and general store were built, together with a water tower for the steam engines.

The railway allowed more people to reach the area. By 1921 a post office opened and the name of the village formally became "Nampa" - an Indian word meaning "the place".

In 1926 land in the area was subdivided into residential lots in 1926. By the 1930's Nampa was becoming a hamlet. There were two grain elevators, a community hall, a telephone exchange, a bulk oil station, a church, a school, a blacksmith's shop and a service station. Electricity and the first fire truck arrived in Nampa in 1958. The community was incorporated as a village in the same year.

HISTORICAL POPULATION

The historical population of Nampa from 1961 - 1982 is shown in the following table:

HISTORICAL POPULATION OF NAMPA

Year	Population
1961	271
1966	288
1971	283
1976	286
1978	352
1981	331
1982	334

Source: Alberta Department of Municipal Affairs

ECONOMIC BASE

The Peace River Regional Planning Commission's Background Study for a General Municipal Plan indicates that the economic base of the Village of Nampa is related primarily to agriculture and agricultural service industries. Three grain elevators and one seed cleaning plant are located in the Village.

Local businesses make up a significant portion of the employment base. These include retail services, light industrial trades, auto and farm equipment sales and service. The economy of Nampa is affected also by the on-ging development of the Shell In-Situ Plant located northeast of the Village on Secondary Highway #686.

Peace River, 28 km north, supplies Nampa with medical services, high school facilities, police protection, shopping and government services. Residents of Nampa also travel to other neighbouring communities for various commodities.

Nampa Grain Elevators

TOURIST ATTRACTIONS AND SERVICES

Nampa holds annual fair days and rodeos at the Fairgrounds. A figure skating carnival is held annually in March. A new motel complete with conference facilities has recently been completed to accommodate travellers.

PHYSICAL INFRASTRUCTURE

ROADS - Primary Highway #2 runs through the Village of Nampa, continuing north to Peace River (28 km) and south to Valleyview (110 km). All internal roads in the Village are gravel.

RAILWAYS - The Canadian National Railway, formerly the N.A.R., runs through Nampa, on its way north to Peace River. There is freight pick-up and delivery service on this line.

AIRPORTS - There is a short grassed airstrip 4 km east of Nampa. The nearest commercial airport, with scheduled flights, charter flights, commercial services and air freight facilities is located at Peace River.

BUS SERVICES - Greyhound Bus Lines offers passenger and freight services three times daily south to Valleyview and Edmonton, and twice daily to Peace River.

UTILITIES - The Village office has indicated that Nampa offers all modern conveniences including natural gas, electric power, telephone, and piped, treated water and sewage facilities. To accommodate servicing needs of a new residential and industrial subdivision, the Village is developing a new sewage lagoon to serve 1500 additional people. The new water reservoir is now complete.

SCHOOLS - Nampa has one elementary school with a total 1981-82 enrollment of 91 students. This school is operated by the Peace River School Division No. 10. There is one separate elementary school belonging to the Nampa Catholic School Division No. 96, with a total 1981-82 enrollment of 47 students. All high school students are bussed to Peace River.

RECREATION - The Nampa Recreation Complex is the main recreation centre for the community. It contains a curling rink, an arena, a dance hall and several conference rooms. There is also a ball park, children's playground, and a golf course northeast of the community. A campground has been constructed by the golf course.

HEALTH FACILITIES - Medical service available in Nampa consists of a visiting health nurse once monthly from the Peace River Health Unit. Senior citizens are visited on a weekly basis. All other medical needs including doctors, surgeons, dentists and a hospital are available in Peace River, 28 km north of Nampa.

SOCIAL HOUSING - The nearest social housing units are located in Peace River.

HOUSING INVENTORY - In June of 1981, the Village office indicated Nampa had 140 single family units, including mobile homes and one four-plex apartment unit. There are 44 serviced residential lots available in a new subdivision. There are also 10 serviced, commercial lots available in the Village.

FIRE PROTECTION - Nampa has a twenty member volunteer fire department with two fire trucks and one pumper truck. One truck is owned by the Village; the second is jointly owned through a regional agreement with I.D. #17. A new fire hall was completed in the fall of 1981.

POLICE - The R. C. M. P. detachment in Peace River serves the Village.

SENIOR CITIZEN LODGING - There is presently one fourplex apartment senior citizen unit available in Nampa. Another four-plex has been proposed in the new subdivision.

BANKING FACILITIES - Nampa has one Treasury Branch sub-office, open Monday, Wednesday, and Friday from 10:00 a.m. to 12:00 p.m.

MUNICIPAL GOVERNMENT

The Village of Nampa was incorporated on December 18, 1957. The Village is governed by a mayor and 4 councillors.

The Administrative staff member is as follows:

MUNICIPAL SECRETARY - Sharon Unrau

Address:
Village of Nampa
P. O. Box 69
Nampa, Alberta
TOH 2RO

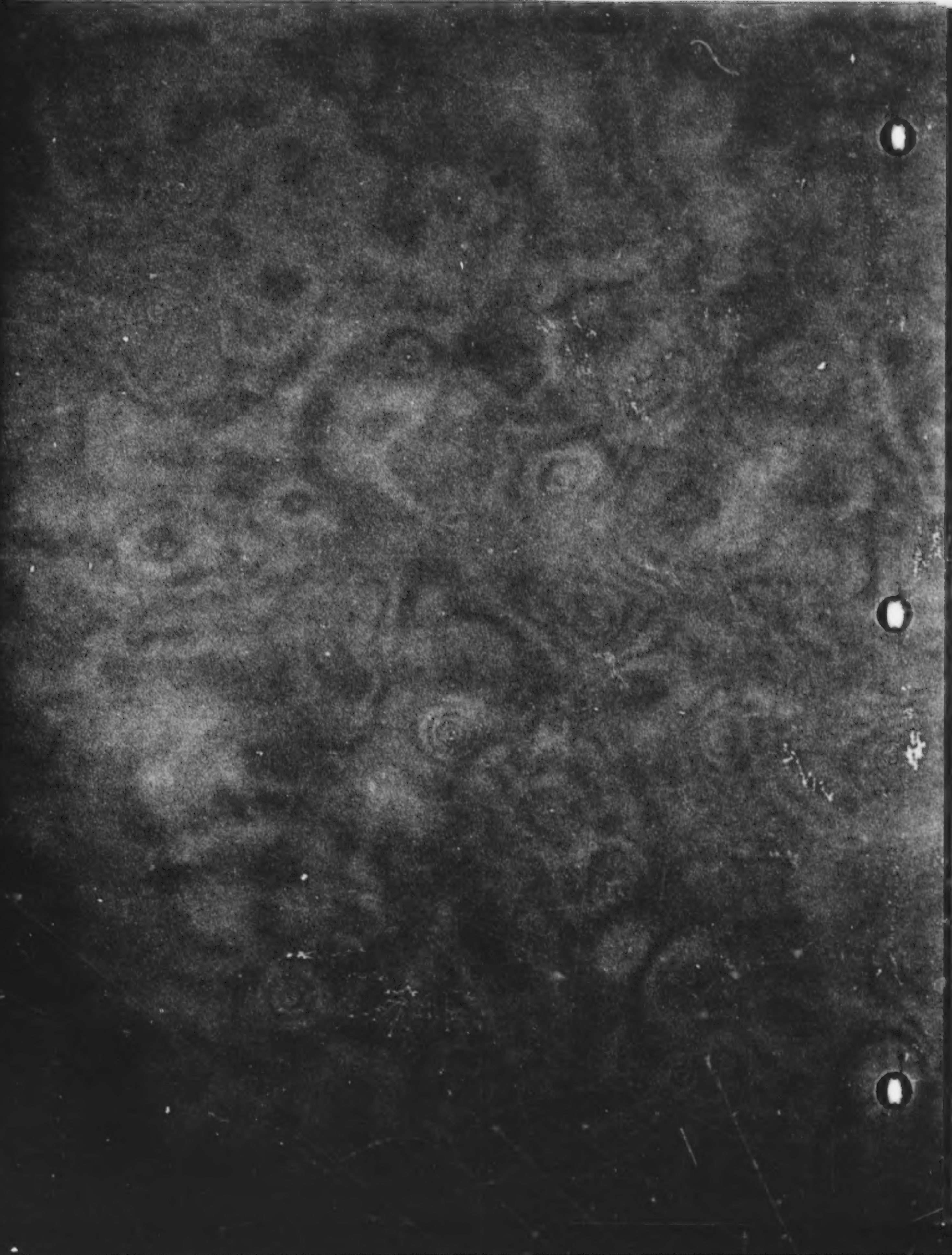
Phone: (403) 322-3852

FINANCIAL DATA

The total General Operating Revenue for the Village of Nampa for the fiscal year ending December 31, 1980 was $156,285. The total expenditure for the same period was $116,959. The General Municipal mill rate based on residential property for the Village of Nampa was 28 mills.

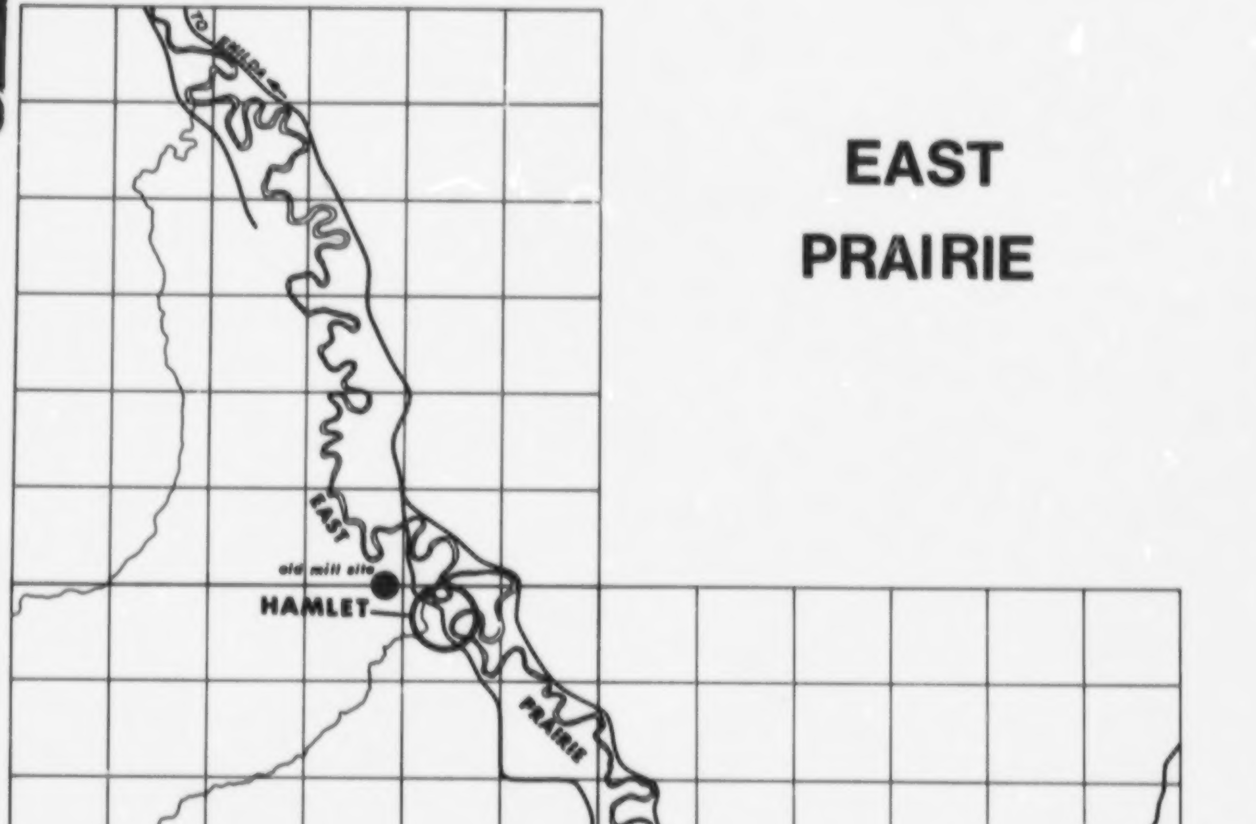
14.4

EAST PRAIRIE
METIS SETTLEMENT
#4



SATA SYSTEMS INC.

EAST PRAIRIE


TO ENILDA
EAST
PRAIRIE
RIVER
old mill site
HAMLET
N

1:400

Alberta
MUNICIPAL AFFAIRS

LOCATION, TOPOGRAPHY AND PHYSICAL FEATURES

The East Prairie Metis Settlement #4 is located approximately 34 km southeast of High Prairie in Improvement District #17. The Settlement is accessible via secondary Road #149 (gravelled), 24 km south of Enilda. The closest major geological feature is Lesser Slave Lake, located approximately 50 km northeast.

The Settlement emcompasses approximately 32,634 ha (80,606 acres) of flat to gently rolling hills, with the East Prairie River running through the Settlement area.

HISTORICAL SYNOPSIS

The East Prairie Metis Settlement was established in 1939 by two families, the Bellerose family and George Harvey family. The land was a very important part of the settlement's history because most settlers relied on farming, trapping, and logging for survival. As more and more people learned about the land available on the settlement, the population grew and the community developed.

By 1944, sawmill operations began. The first school, completed in 1945, also doubled as a church until 1967.

Transportation was initally by teams of horses and wagons over roads into High Prairie. Sometimes the twenty-mile trip took a day and a half. Various bridges were built over the years, but these were regularly washed away by floods. A permanent bridge over the East Prairie River was not completed until 1967.

The name of the Settlement is taken from the East Prairie River.

HISTORICAL POPULATION

The following table gives an indication of the historical population of the Settlement.

HISTORICAL POPULATION OF EAST PRAIRIE METIS SETTLEMENT

Year	Population
1945	58
1955	100
1965	160
1970	244
1975	277
1980	271
1981	307

Source: Metis Development Branch, Alberta Municipal Affairs

ECONOMIC BASE

Although agriculture is limited by the climate and topography, approximately twenty familes are involved to some extent in farming operations. Oats and barley are considered to be the major crops. Inadequate road access is presently limiting agricultural development.

At one time, hunting, trapping and fishing provided a livelihood for residents. Today, few individuals are able to rely on trapping on a full-time basis. The community indicates that only two Settlement members presently have registered traplines.

Some oil and gas development has occurred on the Settlement. According to Alberta Energy & Natural Resources, in 1981 there were three producing gas wells, thirteen abandoned wells and one potential oil well in the area.

These developments provide occasional short term employment in seismic or drilling work.

Another area of employment is the forest industry. One local company on the Settlement is actively involved in forestry and the production of peat moss for commercial use.

Information from the Settlement council and Alberta Municipal Affairs indicates that most on-settlement employment is related to forestry, with approximately 12 permanent jobs and 63 temporary jobs in this industry. However, in 1982, few jobs were available in the forestry industry due to the generally depressed economy. Other areas of employment include temporary employment in firefighting, farming, the oil and gas industry, and government. Some off-settlement employment is available in Enilda and High Prairie in the forest industry.

The community has no retail services available. Residents commute to Enilda or High Prairie for these services.

East Prairie Administration Centre

PHYSICAL INFRASTRUCTURE

ROADS - East Prairie Metis Settlement has approximately 50 km of all-weather gravelled roads which are maintained by Alberta Transportation. In 1981 Alberta Transportation constructed 8 km of roads for access to new farmland. The roadways parallel the East Prairie River and run in a north-south direction.

RAILWAYS - The closest railway line is the Canadian National Railway, located 24 km north at Enilda.

AIRPORTS - The closest paved and lighted airstrip is located at High Prairie. The nearest commercial airport with scheduled flights is located in Peace River.

BUS SERVICES - There is no bus service available to the Settlement. The closest bus depot is located at High Prairie.

UTILITIES - Water for local homes is obtained from local wells. There is a central water storage point near the settlement office. Two Settlement homes have running water. Sewage disposal is through septic tanks and outdoor privies. Electricity is accessible to homes located along the main access road. Most homes are heated with wood and oil.

SCHOOLS - Students are bussed daily to High Prairie to attend grades 1 to 12. Adult technical courses are offered through the Community Vocational Centre (CVC) on the Settlement.

RECREATION - Recreation facilities at East Prairie Metis Settlement include rodeo grounds, a baseball diamond, a skating rink, and a community hall which is used for many local weddings and events. The Settlement council has also developed a recreation/picnic ground area along a portion of the river.

HEALTH FACILITIES - The closest hospital and medical facilities are located in High Prairie. A public health nurse visits the Settlement once a month from the sub-office of the Peace River Health Unit in High Prairie.

HOUSING INVENTORY - According to Metis Development Branch statistics, the Settlement in 1981 had 78 homes. Fifteen of these were constructed with the assistance of the Rural Home Assistance Program. Approximately 12 homes were in need of major repair and 29 in need of minor repairs. In 1981 and 1982 an additional 10 homes were to be built through the Rural Home Assistance Program.

FIRE PROTECTION - East Prairie has no volunteer fire department or fire fighting equipment.

POLICE - The Settlement is served by the RCMP detachment from High Prairie.

SENIOR CITIZEN LODGING - There is presently no special accommodation on the Settlement for senior citizens.

BANKING FACILITIES - There are no banking facilities at East Prairie. Closest banking facilities are located in High Prairie.

LOCAL GOVERNMENT STRUCTURE

The Settlement is governed by a chairman and 4 councillors. A new administration office has been built for the Settlement.

The Administrative staff is as follows:

Coordinator: Richard L'Hirondelle

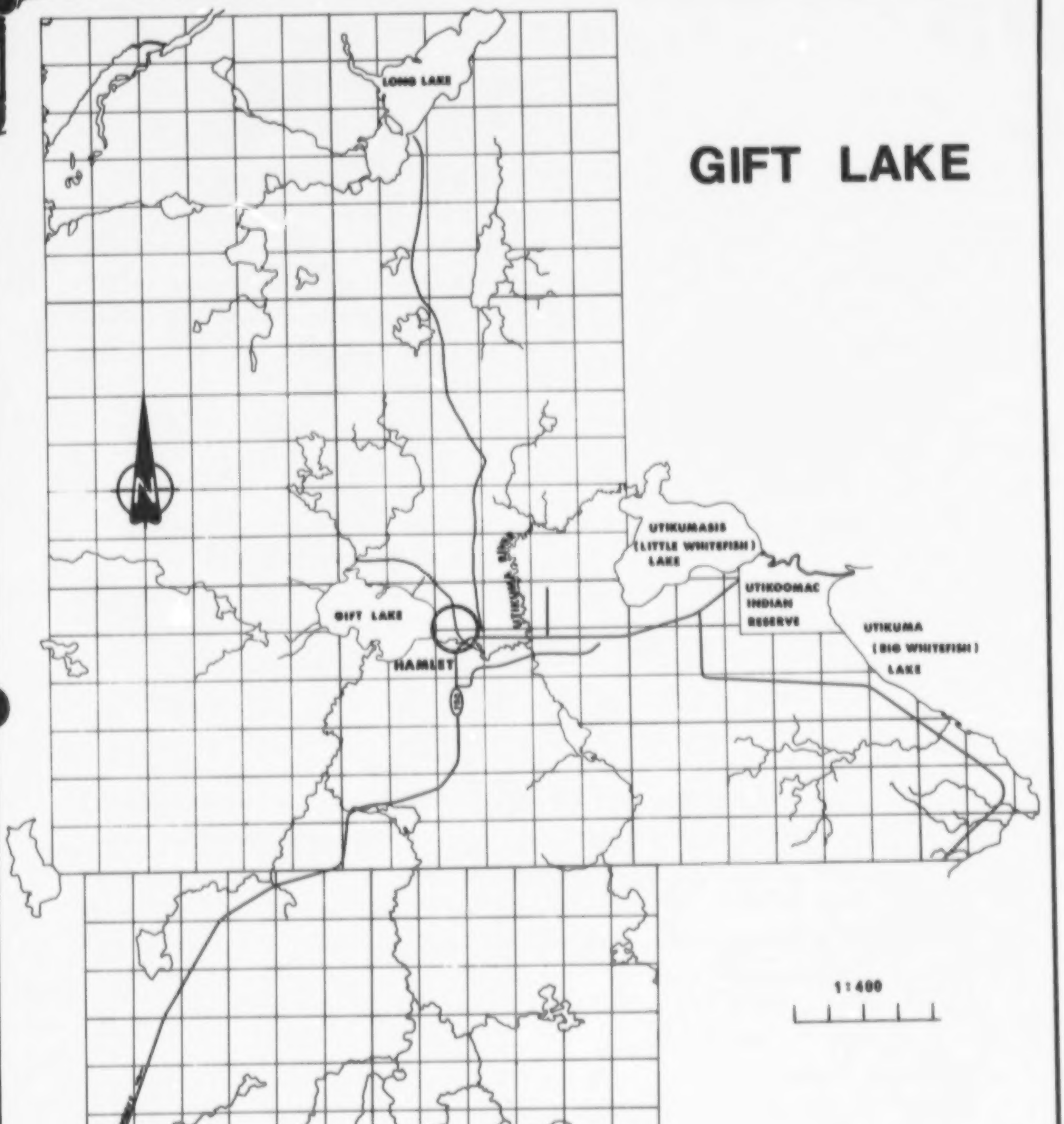
Address: East Prairie Metis Settlement
Box 1289
High Prairie, Alberta
TOG 1EO
Phone: (403) 523-2594

14.5

GIFT LAKE
METIS SETTLEMENT
#3 (EAST)

SATA SYSTEMS INC.

GIFT LAKE


LONG LAKE
UTIKUMASIS
(LITTLE WHITEFISH)
LAKE
UTIKOOMAC
INDIAN
RESERVE
UTIKUMA
(BIG WHITEFISH)
LAKE
GIFT LAKE
HAMLET
750
UTIKUMA RIVER
N
1:400

Alberta
MUNICIPAL AFFAIRS

LOCATION AND ACCESS

Gift Lake Metis Settlement is located approximately 90 km northeast of High Prairie in Improvement District #17. Travelling on primary Highway #2, the Settlement is located 80 km north on Secondary Road #750. The access road is paved from Highway #2 to Grouard and then gravelled from Grouard to Gift Lake. Gift Lake is bounded on the west by the Big Prairie Metis Settlement. The Settlement encompasses approximately 83,916 ha (207,273 acres) of flat land with extensive low-lying poorly drained areas.

HISTORICAL SYNOPSIS

The Gift Lake Settlement was established in 1938. Although early population figures are not available, it is known that at the time the Settlement was established the population was less than 200. The development pattern of the Settlement was based on traditional activities as fishing, hunting, trapping and logging. The Settlement takes its name from nearly Gift Lake.

HISTORICAL POPULATION

Population figures in the following table differ between census figures of the Metis Development Branch and the Federation of Metis Settlements. Federation figures include residents who are temporarily living off the Settlement due to employment opportunities. The following table gives an indication of the historical population of the Settlement.

HISTORICAL POPULATION OF GIFT LAKE METIS SETTLEMENT

Year	Population
1956	247
1961	319
1966	426
1971	401
1976	473
1977	518
1978	512
1980	569*
1981	604

Source: Metis Development Branch, Alberta Municipal Affairs

* Source: Federation of Metis Settlements

ECONOMIC BASE

Agriculture is limited on much of the Settlement by poor soil conditions and extensive low-lying areas of muskeg. It is not considered to be a major economic activity. There are a few families who derive some income from part time farming activities. Municipal Affairs determined that there were approximately 157 ha (388 acres) of cleared land in 1975. In 1981 there were approximately 83 ha (205 acres) of hay and pasture land. Feed grain production is also limited on the Settlement, thereby reducing the potential for increased cow-calf operations.

The Settlement has some mixed forest cover. This has enabled commercial forestry to develop as an important industry for local residents. Nelson Lumber operated a sawmill on the Settlement for 10 years and provided approximately 25 full-time and 60 part-time jobs for residents. A recent depletion of timber resources caused the mill to close. A forest management program is required to ensure continuation of this natural resource. While reforestation projects have been undertaken in the area, Settlement members have not been employed in the projects.

Commercial fishing in Utikuma Lake, Gift Lake and Long Lake provides part-time seasonal employment for residents with little potential for full time employment. Hunting and trapping on the Gift Lake Metis Settlement is mainly for domestic purposes.

There is some oil and gas development on the Settlement. While an increase in exploration has occurred, this industry has not made a significant contributed significantly to the Settlement's economy. According to the Department of Energy & Natural Resources, in 1981 there were 26 abandoned oil wells on the Settlement and one producing oil well located near Utikuma Lake. Seismic work and construction of access roads provides short-term employment for residents.

Gift Lake Metis Settlement has an extensive area of peat moss with some commercial value. The feasibility of commercial production needs further evaluation.

The Settlement has three stores, a confectionery and a gas station. Further purchases and services are available in the Town of High Prairie.

Gift Lake Rodeo Grounds

PHYSICAL INFRASTRUCTURE

ROADS - Gift Lake Metis Settlement has approximately 90 km of all-weather gravelled roads. In 1981 an additional 4 km of roads were constructed into new residential and farming areas.

RAILWAYS - The closest railway line is the Canadian National Railway, located 90 km southwest at High Prairie.

AIRPORTS - Gift Lake has a grass airstrip. The closest paved and lighted airstrip is located at High Prairie. The nearest commercial airport with scheduled flights is located in Peace River.

BUS SERVICES - There are no bus services available to the Settlement. The closest bus depot is located at High Prairie.

UTILITIES - Gift Lake has a water treatment system. Water is drawn from the lake, filtered, chlorinated and stored in a reservoir. There is no piped system to the homes, although there is a pumping system to the school, teacherages, the Settlement office and the community hall. Sewage disposal is through septic tanks and outdoor privies. Electricity and telephones are available to most homes. Home heating is with propane, oil or wood.

SCHOOLS - There is one school in the Settlement under the Northland School Division. The school offers kindergarten to grade 9. Approximately 138 students were in attendance during the 1981-82 school year. Students in higher grades attend school in High Prairie. Some additional courses are offered through the Community Vocational Centre (C.V.C.) on the Settlement.

RECREATION - Recreation facilities include a community hall, a baseball diamond, the school gym and an outdoor skating rink. Rodeo grounds have been constructed and the church has facilities available for various social gatherings.

HEALTH FACILITIES - The closest hospital and medical facilities are located in High Prairie. The Settlement has a visiting public health nurse who is available at least once a week.

HOUSING INVENTORY - According to Metis Development Branch statistics, Gift Lake Metis Settlement had 120 homes in 1982. Twenty-four of these were constructed with the assistance of the Rural Home Assistance Program, 62 were built through the Metis Development Branch and 14 are mobile homes.

FIRE PROTECTION - Gift Lake has no volunteer fire department or fire fighting equipment.

POLICE - The Settlement is served by the R.C.M.P. detachment from High Prairie.

SENIOR CITIZEN LODGING - There is presently no special accommodation on the Settlement for senior citizens.

BANKING FACILITIES - There are no banking facilities at Gift Lake.

COMMUNICIATION - Communications include telephone, radio and television. Two television stations, CBC and CFRN, are received. The Settlement circulates a newsletter periodically.

LOCAL GOVERNMENT STRUCTURE

The Settlement is governed by a chairman and 4 councillors. A new administration office has recently been constructed.

The Administrative staff is as follows:

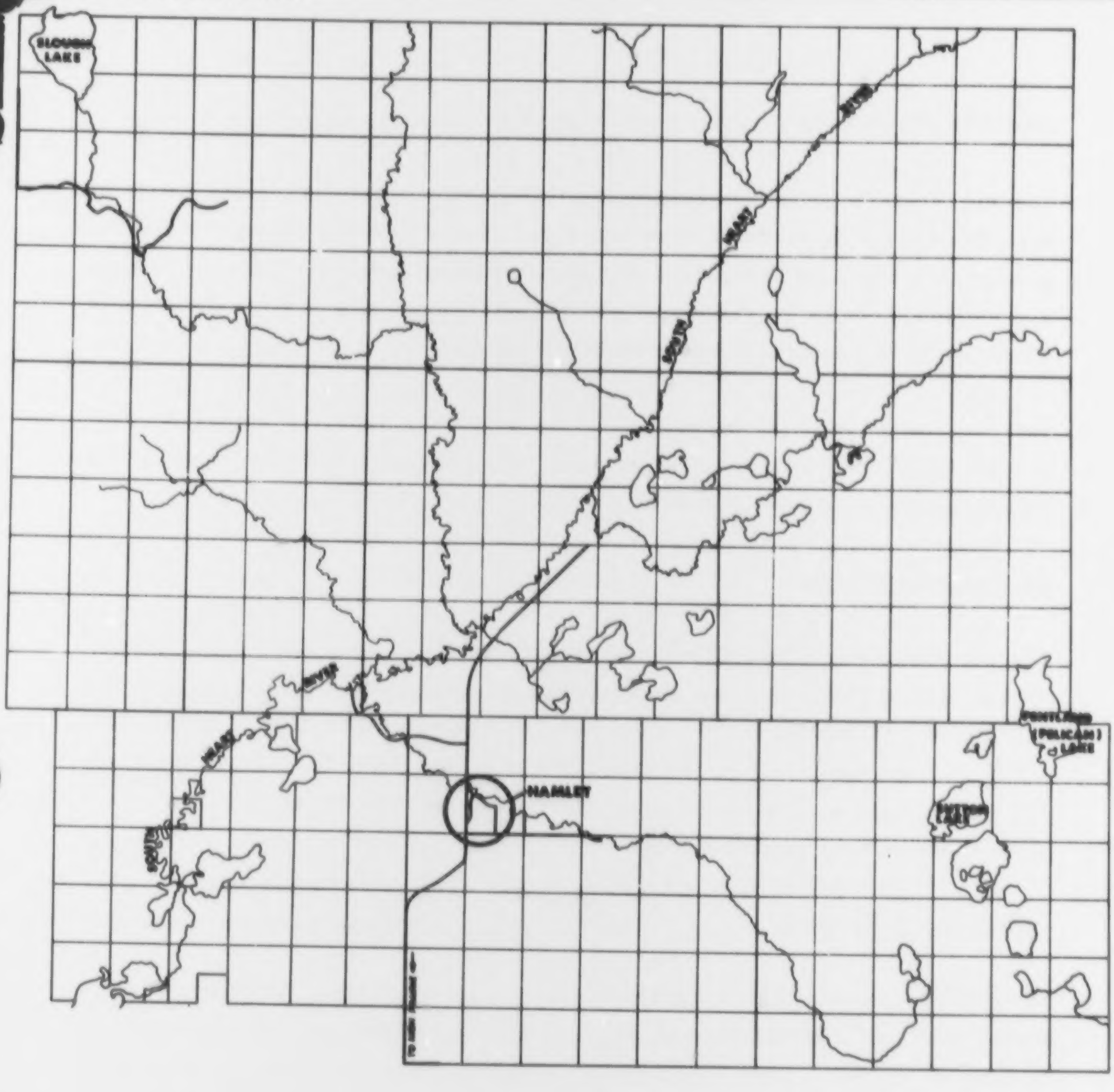
Settlement Clerk: Olga Cunningham

Address: Gift Lake Metis Settlement
General Delivery
Gift Lake, Alberta
TOG 1B0

Phone: (403) 767-3894

BIG PRAIRIE
METIS SETTLEMENT
#3 (WEST)

SATA SYSTEMS INC.


SLOUGH LAKE
SOUTH HEART RIVER
RIVER
HEART
SOUTH
HAMLET
(PELICAN)
LAKE

1: 400

BIG PRAIRIE

Alberta
MUNICIPAL AFFAIRS

LOCATION AND ACCESS

The Big Prairie Metis Settlement is located approximately 56 km north of High Prairie in Improvement District #17. The Settlement is accessible via a secondary gravelled road from High Prairie. Lesser Slave Lake is located approximately 40 km to the south of the Settlement. Big Prairie is bounded to the east by the Gift Lake Metis Settlement.

The Settlement encompasses approximately 82,232 ha (203,113 acres) of flat to gently rolling hills. The area is cut diagonally by the South Heart River flowing in a southwesterly direction.

HISTORICAL SYNOPSIS

The Big Prairie Settlement was established in 1938. The Settlement's population during the 1930's and early 1940's is estimated to have been 69. The culture and lifestyle of the Settlement's population has traditionally been based on logging, fishing, hunting, trapping and farming. Over the years the traditional activities declined to various degrees as agricultural activities became more important.

HISTORICAL POPULATION

Population figures differ between census figures of the Metis Development Branch and the Federation of Metis Settlements. Federation figures include residents who are temporarily living off the Settlement due to employment opportunities. The following table gives an indication of the historical population of the Settlement.

HISTORICAL POPULATION OF BIG PRAIRIE METIS SETTLEMENT

Year	Population
1956	193
1961	284
1966	251
1971	329
1976	261
1977	251
1978	253
1980	295*
1981	321

Source: Metis Development Branch, Alberta Municipal Affairs

* Source: Federation of Metis Settlements

ECONOMIC BASE

The economic base of the Big Prairie Metis Settlement centres upon agriculture and the forest industry. Most employment on the Settlement is of a seasonal, temporary nature.

Agriculture is limited by soil and climatic constraints. There are 30 families engaged in mixed farming or cow/calf operations. In the time period from 1968 to 1978 the amount of developed cultivated farmland increased from 379 ha (937 acres), (Metis Development Branch, 1968) to 1082 ha (2674 acres) (Alberta Municipal Affairs). Municipal Affairs has also determined that the Settlement has approximately 534 ha (1320 acres) of improved pasture for livestock grazing. This area consists primarily of community pasture land.

The Settlement has extensive forest cover with potential for commercial forestry. Forestry has been an important industry for local residents for the past 30 years. Mature stands have been depleted however, indicating that some type of forest management program is required to ensure continuation of the resource.

While there are oil and gas developments on the settlement, this industry has not contributed significantly to the Settlement's economy. Seismic work and the construction of access roads have provided only short-term, seasonal employment for residents. According to the Department of Energy and Natural Resources, in 1981 there were 20 abandoned wells and one capped oil well.

Big Prairie Metis Settlement has an extensive area of peat moss with some commercial economic potential. The feasibility of commercial production needs further evaluation.

The community has no retail services available. Residents must commute to High Prairie for these services.

PHYSICAL INFRASTRUCTURE

ROADS - Big Prairie Metis Settlement has approximately 28 km of all-weather gravelled roads. A new bridge was constructed in 1978/79 to provide access to farmland across the South Heart River. Roads west of this river are the next priority so new areas of farmland can be accessible.

RAILWAYS - The closest railway line is the Canadian National Railway which is located 56 km south at High Prairie.

AIRPORTS - The closest paved and lighted airstrip is located at High Prairie. The nearest commercial airport with scheduled flights is located in Peace River.

BUS SERVICES - There are no bus services available to the Settlement. The closest bus depot is located at High Prairie.

UTILITIES - Water for the community hall and office is obtained from a reservoir located by the community hall. There is no water distribution system. Seven homes have cisterns and water for the homes is trucked from High Prairie. Sewage disposal is through septic tanks and outdoor privies. Electricity and telephone lines are accessible to homes in the more populated areas. Most homes are heated with wood, oil and propane.

SCHOOLS - There is one school in the Settlement under the Northland School Division, offering kindergarten to grade 6. Approximately 39 students attend. Students in higher grades attend school in High Prairie. Adult technical and academic courses are offered through the Community Vocational Centre (C.V.C.) on the Settlement.

RECREATION - Recreation facilities include community grounds, a community hall, a baseball diamond, a recreation centre, and a skating rink. The Settlement is also in the process of developing a recreation/picnic ground/boating area at Jackpine Lake.

HEALTH FACILITIES - The closest hospital and medical facilities are located in High Prairie. The Settlement has a public health nurse from the Peace River Health Unit who visits once a week.

HOUSING INVENTORY - According to Metis Development Branch statistics, Big Prairie Metis Settlement in 1981 had 74 homes. Seventeen of these were constructed with the assistance of the Rural Home Assistance Program; 43 were built through the Metis Development Branch and 8 are mobile homes.

FIRE PROTECTION - Big Prairie has no volunteer fire department or fire fighting equipment.

POLICE - The Settlement is served by the R.C.M.P. detachment from High Prairie.

SENIOR CITIZEN LODGING - There is no special accommodation on the Settlement for senior citizens.

BANKING - There are no banking facilities at Big Prairie. The closest facilities are located in High Prairie.

LOCAL GOVERNMENT STRUCTURE

The Settlement is governed by a chairman and 4 councillors.

The Administrative staff is as follows:

Settlement Clerk: Eunice Cunningham

Address:
Big Prairie Metis Settlement
Box 238
High Prairie, Alberta
TOG 1EO

Phone: (403) 523-2557

COMMUNITY OF WABASCA/DESMARAIS

WABASCA
DESMARAIS
RESERVE #166
RESERVE #166A
RESERVE #166B
RESERVE #166C
RESERVE #166D

LOCATION, TOPOGRAPHY AND PHYSICAL FEATURES

The communities of Wabasca/Desmarais are situated about 145 km (90 miles) northeast of the town of Slave Lake at the end of secondary Highway #754. Wabasca is located on the southeastern shore of North Wabasca Lake. Desmarais is located on the northwestern shore of South Wabasca Lake. The two communities are joined by three miles of gravel road from the center of one settlement to the center of the other. In addition to the hamlets, there are five Indian Reserves bordering the North and South Wabasca Lakes. The reserves are occupied by the Bigstone Cree Band.

Reserve #166 contains 8518 ha (20,150 acres) and is located on both sides of the Wabasca River between South Wabasca Lake and Sandy Lake. Reserve #166A contains 632 ha (1561 acres) and is located on the east side of Desmarais and adjacent to the hamlet. Reserve #166B contains 2467 ha (6093 acres) and is located in the southeast corner of North Wabasca Lake. Reserve #166C contains 3504 ha (8654 acres) and is located at the north end of North Wabasca Lake on both sides of the Wabasca River. Reserve #166D contains 5843 ha (14,432 acres) and is located on the eastern shore of South Wabasca Lake. Highway #754 crosses Reserve #166D.

The topography in the Wabasca area is flat, with areas of organic soil creating pockets of muskeg. The Canada Land Inventory indicates that the land in the area is marginal for agriculture. There is no significant acreages of arable land in the immediate area. The Wabasca River flows north out of the North Wabasca Lake and eventually empties into the Peace River east of Fort Vermilion. The Pelican Mountain area to the south of Wabasca/Desmarais has the highest elevations in the area. Forest cover consists of Aspen, Poplar, White and Black Spruce, and Tamarack.

HISTORICAL SYNOPSIS

The original settlers to the Wabasca/Desmarais were the ancestors of today's native population. The Hudson Bay Co. opened a trading post in the area in 1858 to buy furs and supply basic goods. Wabasca was a meeting place for the signing of Treaty No. 8 in 1899.

In 1901 the Oblate Fathers and the Sisters of Providence opened a mission school in Desmarais. Local employment included hauling freight for the Bay and working at the Mission. The main source of income came from trapping fur bearing animals.

As the communities became the meeting place for trade, religion, and education, native families built log houses and settled in the area around the lakes. The families would live outside during the summer and inside during the winter. Schools provided the incentive for people to move into central places so that they could be closer to their children. When the school closed in June the families would move back to more isolated homes.

POPULATION CHARACTERISTICS

The following table indicates the historical population for the community of Wabasca/Desmarais

HISTORICAL POPULATION OF WABASCA-DESMARAIS COMMUNITY

Year	Off-Reserve	Bigstone Band Reserves	Total
1956	626	-	-
1961	769	-	-
1966	773	-	-
1971	795	1389*	2184
1977	888	1525*	2413
1979	880	1677**	2557
1981	895	1755***	2650

* Source: Statistics Canada - Department of Indian and Northern Affairs
** Source: I.D. #17 Administrative Office
*** Source: Gulf Canada: "Community Impact Assessments"

Note: The off-reserve population is made up of approximately 16% Treaty Indians, 9% non-native persons with the remainder being Metis.

ECONOMIC BASE

The two main generators of employment in the Wabasca/Desmarais community are: 1) forest-related activities such as logging, sawmills, firefighting, and 2) government services. The traditional occupations of hunting and trapping continue to make a significant contribution to the local economy. Much of the employment is seasonal in nature.

The oil and gas industry's experimental oil sands plants in the area have added money and some limited employment opportunities to the local community.

Other employment in the hamlet consists of individuals working in retail stores, the pool hall and restaurant, the theatre, taxi service, laundry services, guiding, and trucking.

Local industry includes a Band sawmill and heavy equipment operators.

PHYSICAL INFRASTRUCTURE

ROADS - The main access road to the Wabasca/Desmarais area is Secondary Highway #754, a gravel road that joins Highway #67 north of Slave Lake. Secondary Highway #754 is presently being upgraded. A gravel road links Wabasca to Desmarais and continues to Sandy Lake. A winter road connects Sandy Lake to Calling Lake.

RAILWAYS - There are no railways in the Wabasca/Desmarais area. The closest rail service is located 90 miles away in Slave Lake.

AIRPORTS - Wabasca/Desmarais has an all-weather gravel airstrip. The Wabasca strip is a 1100 m (3800 ft.) strip designed to accommodate DC-3 aircraft. A private strip suitable for emergency purposes is located 27 miles southeast of the Wabasca strip at Taron's Ranch.

BUS SERVICES - The closest bus service available is located in Slave Lake.

UTILITIES - A new water and sewage plant was constructed at Desmarais in 1982. The water distribution line runs up to the boundary of Reserve #166A. The primary water source is the North Wabasca Lake. The water is distributed to institutional facilities in the community by pipe. The Bigstone Cree Band owns a water truck which delivers water to Indian homes on all the Reserves. The predominant sources of heat are propane and wood. Electricity is available through Alberta Power, with most homes connected to the grid. Alberta Government Telephone party lines are also available to all residents.

SCHOOLS - The Northland School Division operates three schools in the area. The Mistassiniy School in Desmarais offers grades 1 to 12 and had a 1982 enrollment of 435 students. The school was rebuilt in 1982 after being destroyed by fire. The St. Theresa School in Wabasca offers Grades 1 to 6 and had a 1982 enrollment of 190. Pelican Mountain School in Sandy Lake offers grades 1 to 6 and had a 1982 enrollment of 21.

RECREATION FACILITIES - The region offers considerable outdoor recreation opportunities. Hunting, fishing and camping are popular. Within the hamlets there are outdoor skating rinks, recreation halls, gymnasiums, a theatre, and a picnic area.

HEALTH FACILITIES - The St. Martin Health Centre located in Desmarais, is staffed by the two public health nurses, an X-ray technician and secretary. The centre is open weekdays and on call 24 hours. Doctors visit weekly from Slave Lake. Travel to Slave Lake and Edmonton is required for more specialized treatment. Ambulance service is provided on call, 24 hours a day. Air ambulance service is also available through Peace Air.

SOCIAL HOUSING - Wabasca/Desmarais had 5 units for low income families and 36 rural mobile home trailers under Alberta Housing Corporation's programs.

HOUSING INVENTORY - The housing stock in Wabasca/Desmarais and on the adjacent reserves was estimated in 1978 to be approximately 340 units. This consisted of 133 units on the reserves and 206 units in Wabasca/Desmarais.

FIRE PROTECTION - The Wabasca/Desmarais community has a volunteer fire department. A new firehall was constructed in 1981/82 and contains two firetrucks and a pumper unit.

POLICE - The area is served by a three-man R.C.M.P. detachment located in Desmarais.

SENIOR CITIZENS LODGING - There is presently no special accommodation for senior citizens in Wabasca/Desmarais. Twelve self-contained senior citizen units have been designed and are to be built jointly by AHC and I.D. #17 in 1983.

BANKING FACILITIES - There are no banking facilities in the community. The closest banking facilities are located in Slave Lake.

The New Mistassiniy School

MUNICIPAL GOVERNMENT

Wabasca/Desmarais is considered a hamlet. It is governed by the Minister of Alberta Municipal Affairs through an I.D. #17 Advisory Council consisting of 5 persons. The Council is administered from the Slave Lake Improvement District office.

I.D. #17 Manager: Ron Campbell

Address: Improvement District #17
Box 722
Slave Lake, Alberta
TOG 2A0

Phone: (403) 849-1245

The Bigstone Cree Indian Band have an office for the band in the community.

Address: Bigstone Cree Indian Band
Wabasca, Alberta
TOG 2K0

Phone: (403) 891-3836

The Metis in the community have a Metis Association local and an administration office.

Address: Metis Local 250
Wabasca, Alberta
TOG 2X0

Phone: (403) 891-3645

FINANCIAL DATA

A General Operating Revenue for the hamlet of Wabasca/Desmarais is not available. Tax revenue from the community was $50,810.44 in 1982. The General Municipal Mill rate based on residential property in 1982 was 49.

GOVERNMENT AGENCIES

PROVINCIAL

Advanced Education and Manpower
CVC Phone: 891-3766

Energy and Natural Resources	
Wabasca Ranger Station	Phone: 891-3860
Municipal Affairs	
Administration Building & Firehall	Phone: 891-3788
Social Services & Community Health	
Opportunity Corps	Phone: 891-3868
Solicitor General	
Community Corrections	Phone: 891-3754
Transportation	
Maintenance Shop	Phone: 891-3815
St. Martin Health Centre	Phone: 891-3839
Athabasca Health Unit Sub Office	Phone: 891-3131

DRIFTPILE
INDIAN RESERVE
#150

LOCATION, TOPOGRAPHY AND PHYSICAL FEATURES

Driftpile Indian Reserve #150 is located in Improvement District #17 approximately 65 km west of the Town of Slave Lake. The Reserve encompasses approximately 15,688 acres (6,351 ha). It is located on both sides of Highway #2, which runs east/west through the Reserve.

HISTORICAL SYNOPSIS

When Treaty No. 8 was signed in 1899, the Government of Canada recognized Chief Kinosayo as the spokesman and leader of the five Slave Lake Cree groups who were referred to collectively as "Kinosayo's Band". The areas where these people lived included Driftpile River, Swan River, Sucker Creek, Sawridge (at the east end of Slave Lake) and the Grouard area. The five groups were treated as one band and shared the Reserve areas jointly. It was not until 30 years after Treaty No. 8 was signed that four of the bands became separate and distinct entities with their own Chief and council. (Grouard did not have its own council until 1972.) As the Indian people depended less and less on hunting and trapping, farming became a more predominant economic activity, and there was a significant migration to Driftpile and Swan River where soils were most fertile.

The Driftpile Reserve was surveyed in 1901 for Kinosayo and his followers. In 1912 additional land was granted to the Reserve as a result of an increased population.

HISTORICAL POPULATION

The historical population of the Driftpile Reserve for selected years from 1976 to 1982 is summarized in the following table.

HISTORICAL POPULATION OF DRIFTPILE RESERVE

Year	Population
1976	596
1977	610
1978	629
1979	647
1980	660
1981	673
1982	712

Source: Department of Indian Affairs

Note: The population figures include both on and off Reserve members.

ECONOMIC BASE

The agricultural capabilities of the Driftpile Reserve are quite promising. The Reserve contains over 14,000 acres (5,668 ha) of farmable land. A 1977 Department of Indian Affairs study entitled "Proposal: Alberta Indian Agricultural Program", estimates that 23 family farms could be supported on the Reserve.

The Band has developed a mixed farming operation involving 180 cattle and approximately 300 acres (121 ha) of crop land. Four families are also farming over 2,000 acres (809 ha) of land. Horses are raised by band members and then used for saddle and pack horses.

The band operates a "community garden" which grows over 5 acres of vegetables. Most of the crop is used by the local people. Some vegetables, such as potatoes, are sold in the general Slave Lake area. There are plans to expand this project in 1983.

The band employs 12 people at the band-operated sawmill. The lumber is sold commercially in the Edmonton area. Other band members work in sawmills in the Slave Lake area. Fire fighting and reforestation projects also supply part-time employment for band members.

The band has indicated that guiding, fishing and trapping are still important sources of income to many band members. There are 10 registered trappers, as well as over 50 band members who have taken the guiding course required for commercial use.

School on Driftpile Reserve

PHYSICAL INFRASTRUCTURE

ROADS - The Driftpile Indian Reserve has approximately 80 km of all-weather, gravel roads. Access to the Reserve is via primary Highway #2, which crosses through the Reserve area.

RAILWAYS - The CNR runs through the Reserve but does not stop. The nearest depot is in Enilda.

AIRPORTS - The nearest airstrips are located in Slave Lake or High Prairie. The nearest commercial airport is located in Edmonton.

BUS SERVICES - The Greyhound bus stops along Highway #2 when flagged by band members. The bus provides service north and south twice daily.

UTILITIES - Driftpile residents obtain water from Faust. The water is hauled in by trucks and stored in local cisterns. All homes have running water and indoor plumbing. All homes have electricity through Alberta Power. The main sources of heating include fuel oil, propane and wood.

SCHOOLS - Driftpile Indian Reserve has one school under High Prairie School Division which offers kindergarten to grade 6. In 1982 there was a total student enrollment of approximately 62. Students in higher grades are bussed to Faust.

RECREATION - The Band has just completed a new recreation complex. It includes a pool room, arcade, cultural room, as well as facilities for social events.

HEALTH FACILITIES - The closest hospital is located in High Prairie, 50 km from Driftpile. The Reserve has a health centre, a permanent health nurse and community health workers.

HOUSING INVENTORY - The 1978 Survey of Health and Safety Infrastructure Needs by Price and Slavik, reported that Driftpile Indian Reserve had 69 homes, 55 of which were in fair condition and 14 of which were in poor condition. The Band indicates that in 1982 there were 100 homes, most of which are in good repair.

FIRE PROTECTION - There is no fire protection equipment or services available to either Reserve area.

POLICE - The Band receives police protection from the R.C.M.P. detachment based in Faust, 10 km from Driftpile.

SENIOR CITIZEN LODGING - There is no special accommodation on the Reserve for senior citizens.

BANKING FACILITIES - There are no banking facilities available to Band members on the Reserve. The closest banking facilities are located in Kinuso.

LOCAL GOVERNMENT STRUCTURE

The Reserve is governed by a chief and 7 councillors.

The Administrative staff is as follows:

Band Administrator: Joyce Giroux

Address: General Delivery
Driftpile, Alberta
TOG OVO

Phone: (403) 355-3868

SUCKER CREEK INDIAN RESERVE #150A

SUCKER CREEK INDIAN BAND

LOCATION, TOPOGRAPHY AND PHYSICAL FEATURES

The Sucker Creek Indian Reserve #150A is located 16 km east of High Prairie in Improvement District #17. The Reserve covers 5989 ha (14,794 acres) of land south and west of Lesser Slave Lake. The Reserve and administration centre are both well marked on Highway #2.

HISTORICAL SYNOPSIS

When Treaty No. 8 was signed in 1899, the Government of Canada recognized Chief Kinosayo as the spokesman and leader of the five Slave Lake Cree groups who were referred to collectively as "Kinosayo's Band". The areas where these people lived included Driftpile River, Swan River, Sucker Creek, Sawridge (at the east end of Slave Lake) and the Grouard area. The five groups were treated as one band. They shared and used the Reserve areas jointly. It was not until 30 years after Treaty No. 8 was signed that four of the bands became separate and distinct entities with their own Chief and Council. (Grouard did not have its own Council until 1972.) The Indian people depended less and less on hunting and trapping. Farming became the predominant economic activity and there was a significant migration to Driftpile and Swan River where soils were most fertile.

In 1912 the Sucker Creek Reserve was re-surveyed and additional lands were granted due to an increase in the band's population.

HISTORICAL POPULATION

The following table indicates the historical population of the Sucker Creek Band for selected years from 1944 to 1982. The following figures indicate all band members registered. The actual on-reserve population would be less.

HISTORICAL POPULATION OF SUCKER CREEK RESERVE #150A

Year	Population
1944	200
1949	219
1954	254
1959	330
1966	423
1978	555*
1980	596
1982	650*

Source: Indian Affairs
* Source: Band Census

Note: The 1982 Band census, while indicating a Band population of 650, also indicated an on-reserve population of approximately 400 people.

ECONOMIC BASE

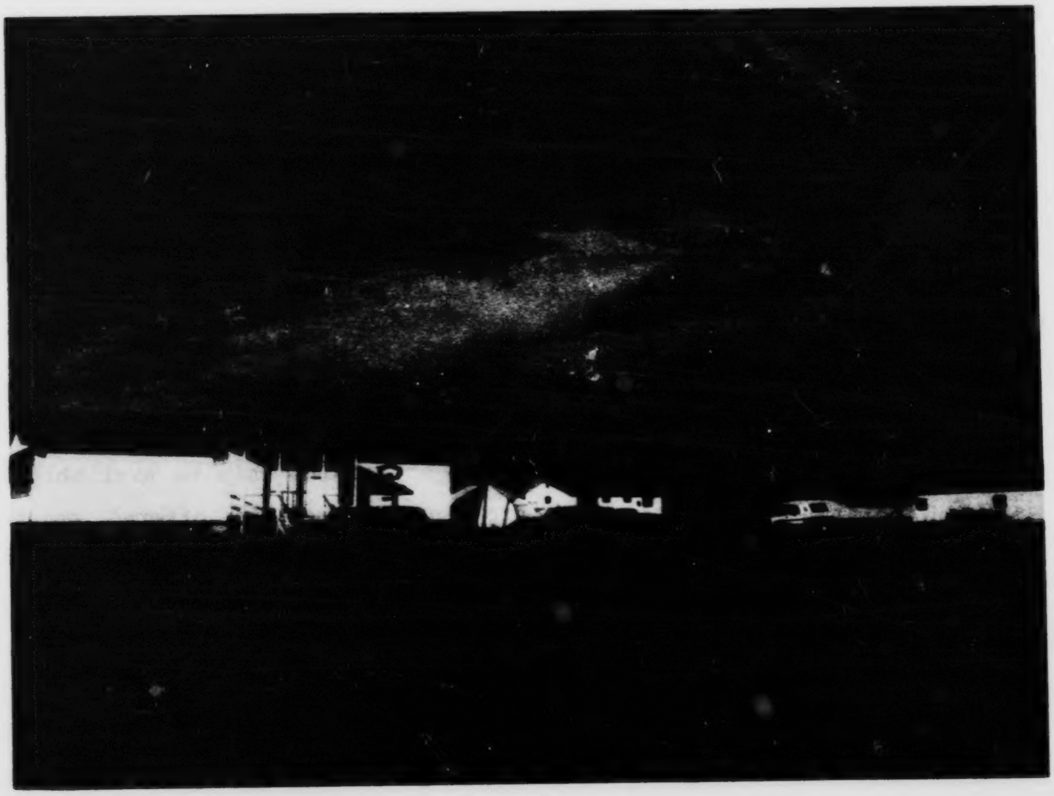
The economic base of the Sucker Creek Reserve is directly influenced by the region's economy. All native businesses and economic ventures are presently operated by private individuals. The majority of opportunities are in the service sector. Band members have skidders and other lumbering equipment for contract work. The Enilda Saw Mill, located 4 km west of Sucker Creek, also hires band members. Five band members have established trucking and construction companies. The largest of the companies employs 8 operators and has five trucks plus loaders.

According to the band manager, the Reserve has about 8,000 acres (3,238 ha) of land which could be developed for agricultural use. At present, about 1400 acres (566 ha) are farmed by three full-time farmers and 5 developing ranchers. Cattle operations dominate the Reserve with some feed crops now being developed. Although there are no band-owned farming ventures, a pilot project is planned for the fall of 1982. With the help of the C.E.S.O. organization, the Band hopes to initiate a wild rice farm.

The oil and gas industry in the Slave Lake area offers service work for some band members. The band itself receives a small amount of royalties from oil leases.

Seasonal jobs in trapping, guiding and fishing are available to a few band members. Four licenced, professional guides operate from Sucker Creek. Hunting and fishing are mostly for domestic use.

The Sucker Creek band manager indicated that the community labour force would be comprised of 160 people; the Reserve presently offers employment to 40 people.



Sucker Creek Indian Reserve Administration Area

PHYSICAL INFRASTRUCTURE

ROADS - The Sucker Creek Reserve has 30 km of paved and gravel roads. This includes a portion of Highway #2.

RAILWAYS - The Canadian National rail line runs through the Reserve. The nearest stops are Enilda and High Prairie.

AIRPORTS - A gravel air strip is located in High Prairie. The nearest commercial airport is in Peace River, 130 km northwest.

BUS SERVICES - Greyhound operates a bus depot in High Prairie. A flag service is available on Highway #2. Service is south to Edmonton or north to Peace River.

UTILITIES - The Band manager reports that all homes on the Reserve have cisterns. Water is trucked by the Band from High Prairie. In the fall of 1982, 80% of the homes should have running water and indoor plumbing. Telephone (party line) service is available to all residents. The major sources of heat are propane and fuel oil. All homes have access to electrical services.

SCHOOLS - School facilities are not available on the Reserve. Children in kindergarten to grade 12 are bussed to High Prairie. Eighty children make the trip daily. Vocational College training is also available in High Prairie. An employment training project is offered on the Reserve.

RECREATION - The Reserve has a well-developed rodeo grounds, two ball diamonds, a community hall, and a beach development on the north shore of the lake. The community has an outdoor skating rink. Most organized sports such as curling are played in High Prairie. High Prairie also offers the nearest swimming pool.

HEALTH FACILITIES - The closest hospital and medical facilities are available in High Prairie. A public health nurse from Health and Welfare's Driftpile nursing station visits the Reserve on a regular basis.

HOUSING INVENTORY - The Band manager indicates that in August, 1982 there were 80 single family units, 10 of which are mobile homes. Six homes are to be built in 1983. The manager also indicated that various homes require major renovations.

FIRE PROTECTION - The Band employs a fire prevention officer to help reduce the threat of fire. The nearest fire department is located in High Prairie.

POLICE - The Sucker Creek community receives police service from the RCMP detachment in High Prairie.

SENIOR CITIZENS LODGING - There is presently no special lodging for senior citizens on the Reserve.

BANKING - Banking facilities are unavailable on the Reserve. The closest facilities are located in Kinuso.

LOCAL GOVERNMENT STRUCTURE

The Band is governed by a chief and 6 councillors.

The Administrative staff is as follows:

Band Administrator: Roy Willier

Address:
Sucker Creek Band Office
Enilda, Alberta
TOG OWO

Phone:
(403) 523-2509
523-4426

SWAN RIVER
INDIAN RESERVE
#150E

SWAN RIVER

LOCATION, TOPOGRAPHY AND PHYSICAL FEATURES

The Swan River Indian Reserve is located south of Lesser Slave Lake in Improvement District #17. It is on Highway #2, approximately 50 km west of the Town of Slave Lake. The Reserve (two areas) encompasses 11,705 acres (4,738 ha), north of the Village of Kinuso.

HISTORICAL SYNOPSIS

When Treaty No. 8 was signed in 1899, the Government of Canada recognized Chief Kinosayo as the leader of the five Slave Lake Cree groups who were referred to collectively as "Kinosayo's Band". The areas where these people lived included Driftpile River, Swan River, Sucker Creek, Sawridge (at the east end of Slave Lake) and the Grouard area. The five groups were treated as one band as they shared and used the Reserve areas jointly. It was not until 30 years after Treaty No. 8 was signed that four of the Bands became separate and distinct entities with their own Chief and council. (Grouard did not have its own council until 1972.) The Indian people depended less and less on hunting and trapping as farming became more predominant. There was a significant migration to the Driftpile and Swan River Reserves, where soils were most fertile.

Two small groups of people lived at Swan River, one group at Wahpah (the Narrows) and the other at Assineau River (Assinaw). Today the Assineau Reserve is un-inhabitated. In 1912 the Swan River Indian Reserve #150E and the Assineau Indian Reserve #150F were surveyed and the land was allocated as Reserves.

HISTORICAL POPULATION

The following table indicates the population of the Swan River Indian Reserve for selected years from 1973 to 1982.

HISTORICAL POPULATION OF SWAN RIVER RESERVE

Year	Population
1973	167
1974	185
1976	197
1978	196
1980	217
1981	231
1982	247*

Source: Department of Indian Affairs
* Source: Band Membership Report

Note: Population figures represent the total population of the Band. According to a 1982 community census, the on-reserve population was 140. This means 40% of the total Band membership lives off the Reserve. Many Band members are moving back to take advantage of the local economy.

ECONOMIC BASE

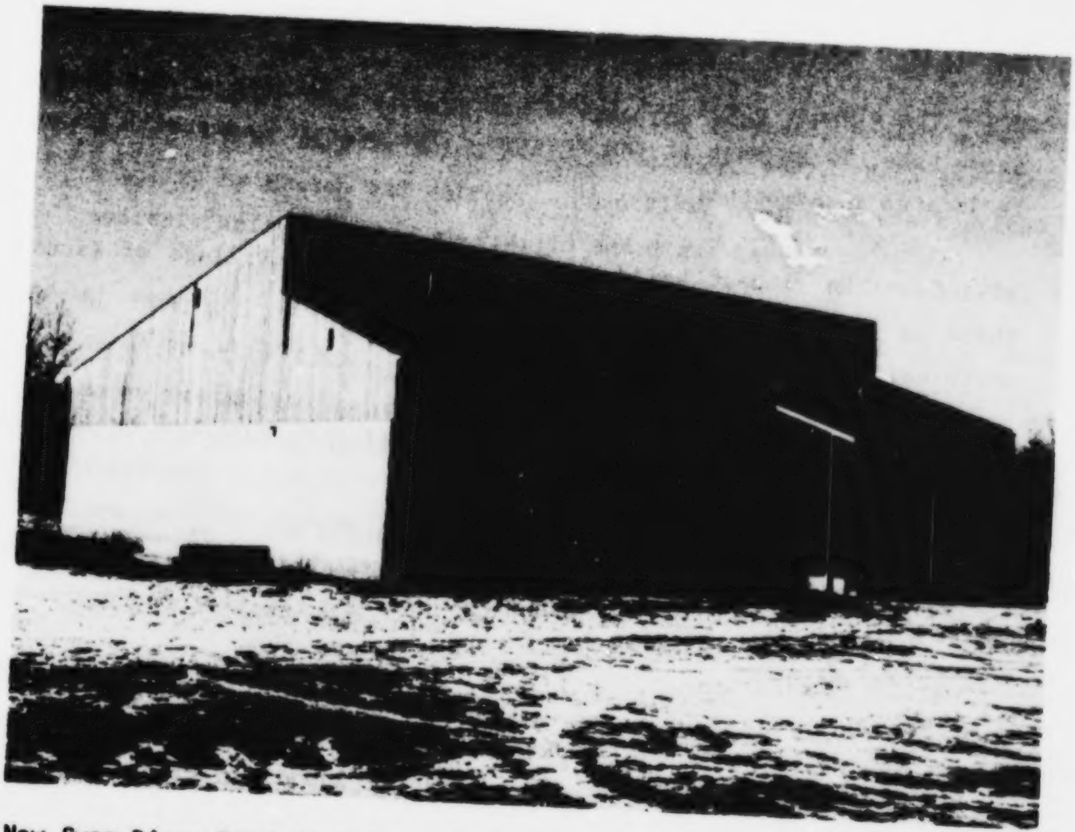
The Swan River Band members derive their income from two major sources: the surrounding forest industry and to a lesser degree, the agricultural industry being developed on the Reserve.

In the past, the agricultural potential of the Reserve has been limited by the flooding of the Swan River. There has not been a major flood for the past decade and as a result, the band members have begun to develop a number of cattle ranching operations. The Band has indicated that grain crops could be developed in the near future. Even with full use of the Reserve's agricultural potential, the Band indicates that only 4 to 5 families could derive full time employment and income.

The forest industry in the Slave Lake and Swan Hills areas is the major source of employment for Band members. Summer forest firefighting offers seasonal employment.

Commercial fishing and trapping are still practiced by some Band members, but are not a major source of income.

The Band receives some royalty monies from oil and gas production. The royalties are not significant and the Band is doubtful that any new exploration will take place.



New Swan River Band Administration Office

PHYSICAL INFRASTRUCTURE

ROADS - The Swan River Indian Reserve has all weather, gravelled roads. The roads are jointly maintained by the Band and the Town of Kinuso. The access road into the Reserve off primary Highway #2 is paved.

RAILWAYS - The Canadian National Railway line passes diagonally through the Reserve. The closest depot is located in the Village of Kinuso.

AIRPORTS - The closest paved and lighted airstrip is located at the Town of Slave Lake, 50 km east of the Reserve. The nearest commercial airport is located in Edmonton.

BUS SERVICES - The closest bus depot is located at the Village of Kinuso. There is daily bus service provided by Greyhound bus lines in both north and south directions.

UTILITIES - All homes on the Reserve have electricity, supplied by Alberta Power. Telephone services are available through A.G.T. The majority of the homes have piped and treated water and sewage systems, which are tied directly into the Village of Kinuso's system. The water treatment plant and reservoir which serve both Kinuso and the Reserve, are located on the Reserve.

SCHOOLS - All children from the Swan River Reserve are bussed daily to Kinuso. Approximately 45 students attended school in Kinuso in 1982. The Reserve also has a day care centre and kindergarten facilities. There were four students attending post-secondary educational courses at the University of Alberta in 1982, six students attending N.A.I.T., and one band member taking training with the R.C.M.P.

RECREATION - A new multi-purpose complex, constructed in 1981-82, houses the Band offices and recreational centre. This centre is used for social functions, public meetings, workshops, and bingo. It has four pool tables and arcade facilities. Other recreational facilities include a park, under development on the south shore of Slave Lake, and two baseball diamonds. Reserve residents share an outdoor skating rink and an indoor curling rink with the Village of Kinuso. Local hockey players use the Slave Lake arena.

HEALTH FACILITIES - The Reserve has a visiting community health nurse and a mobile dental service which began in October, 1982. Both services are supplied by Health and Welfare. Swan River residents use hospital and medical facilities at High Prairie and Slave Lake.

HOUSING INVENTORY - The Band manager indicated that in 1982 there were 31 single family units, including 3 mobile homes. The majority of the homes are in good condition with additional homes being constructed to meet new housing needs.

FIRE PROTECTION - The Reserve has a fire protection office. A joint volunteer fire department is shared with the Village of Kinuso. Kinuso has a fire hall with one pumper truck and a backup water truck.

POLICE - The RCMP detachment from Faust serves the Swan River Reserve.

SENIOR CITIZENS LODGING - Although there is no special accommodation for senior citizens, the Band council is discussing future plans for such a facility.

BANKING FACILITIES - Banking facilities are available in Kinuso.

LOCAL GOVERNMENT STRUCTURE

The Reserve is governed by a chief and 2 councillors.

The Administrative staff is as follows:

Manager: Dustin Twinn

Address:

Swan River Band Administration
Box 270
Kinuso, Alberta
TOG 1KO

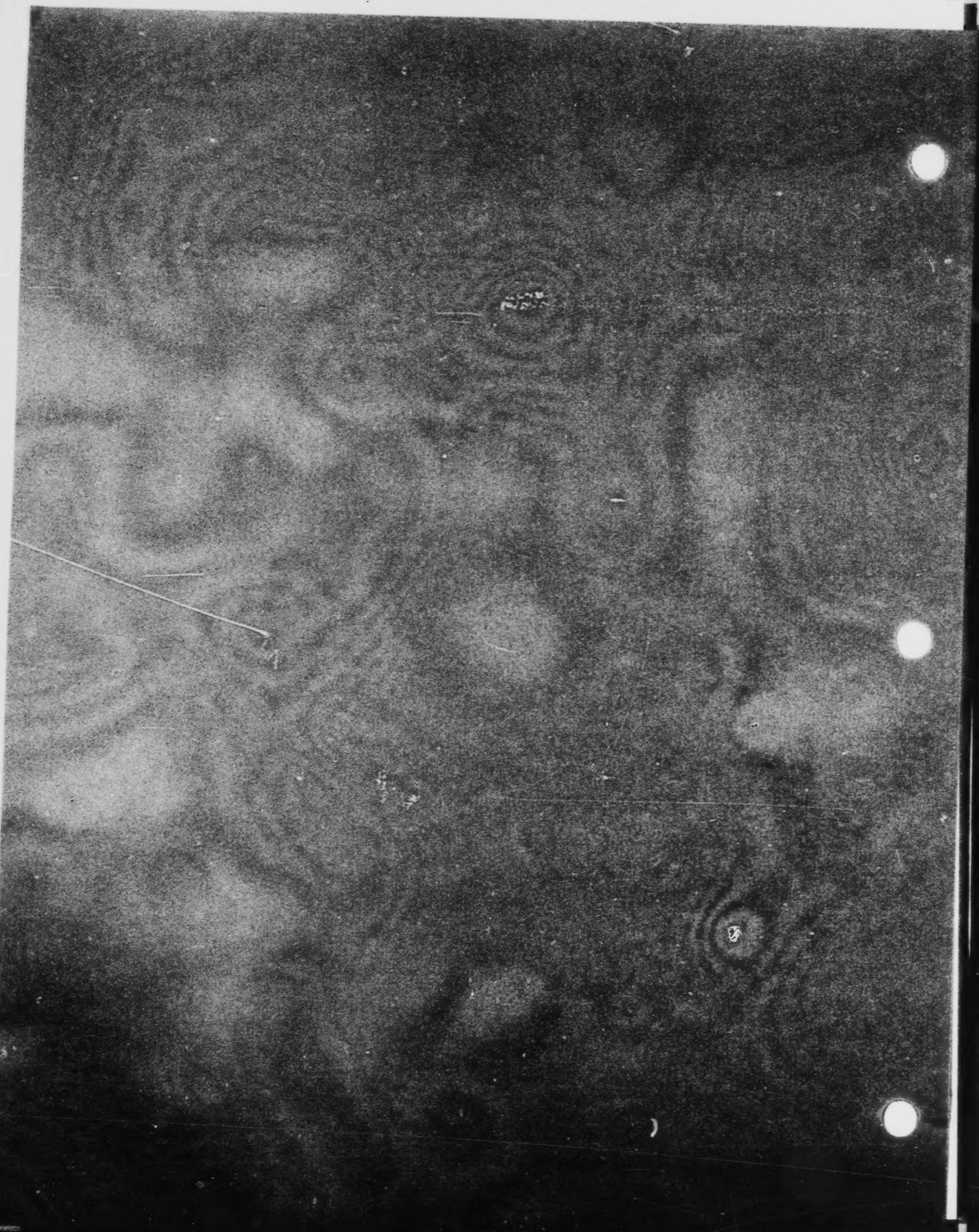
Phone: (403) 775-3536

UTIKOOMAK LAKE INDIAN RESERVE (WHITEFISH LAKE BAND)

#155

#155A

#155B



LOCATION, TOPOGRAPHY AND PHYSICAL FEATURES

The Utikoomak Lake Reserve (Whitefish Lake Band) consists of three areas. They are all located in I.D. #17, approximately 110 km northeast of High Prairie. The main Utikoomak Reserve can be reached from High Prairie by travelling east 16 km to secondary Road #720. Utikuma is 10 km past the community of Gift Lake.

Reserve #150A is located on the north shore of Utikuma Lake. It is the second largest of the three areas. Reserve #155B is located on the Mink River, approximately 10 km north of the main Reserve.

HISTORICAL SYNOPSIS

The Whitefish Lake Band (also know as Utikoomak, Atikameg, and Whitefish) live near Utikuma Lake. The descendants of most Band members were Woods Cree Indians who arrived in the area from the east around the late 1700's. Some were descendants of Metis who had come with the fur companies while others left their homes in the east after the advent of white settlement and the uprisings of 1870 and 1885.

Because travel around the Utikuma Lake area was difficult in the 1800's, the Band had little contact with white outsiders. When Treaty No. 8 was signed in 1899-1900, the Treaty Commissioners did not go to Utikuma Lake but sent word that the Band should come to Lesser Slave Lake for the negotiations.

Either through fear of the Commissioners or because they did not receive the notice, all Band members did not attend the negotiations. Some Utikuma Lake residents who were present, applied for scrip as Metis, but were refused because they were considered by the Commissioners as Indians living an Indian way of life. These individuals were designated to the Utikuma Lake Band. In 1908, three Reserves were surveyed for the Band.

HISTORICAL POPULATION

The following table represents the historical population of the Whitefish Lake Band for the period 1976 to 1982.

HISTORICAL POPULATION OF THE WHITEFISH BAND

Year	Population
1976	498
1977	506
1978	511
1979	531
1980	557
1981	579
1982	598

Source: Department of Indian Affairs

Note: Population figures represent the total Band population. A Band census in 1981 indicated an on-reserve population of approximately 490 people.

ECONOMIC BASE

The Whitefish Lake Band has an economic base tied mainly to the local forestry industry. Due to the latest economic slowdown, the band-owned sawmill, along with many other sawmills in the area, are not operating. The labour force is trying to exist on seasonal and locally sponsored winter works projects. The forestry industry usually involves summer firefighting, re-forestation projects, and fall and winter lumbering.

The Band indicates that while there is gas and oil activity in their area, no local hiring is presently taking place. The Band is interested in pursuing economic possibilities in this area. The Band and the Slave Lake Regional Council have jointly developed a winter works program for the 1982-83 period to help employ out-of-work Band members.

Farming in the Reserve areas has not been developed, although the capability for feed crop production is viable. The recreational potential of the area is good, but presently undeveloped. The Band has a proposal for a recreational park development on the east side of Reserve #155 near Utikuma Lake. Road access would have to be upgraded before further development could occur.

Trapping, fishing and hunting activities are carried out only for domestic uses.

Utikoomak Lake Indian Reserve Lumbering Operation

PHYSICAL INFRASTRUCTURE

ROADS - Highway #720 is the main access road through the Reserve area. The Band has two other major internal roads; one 7 km in length, the other 8 km in length. Both roads are gravelled. The Band has raised concerns over the lack of road access to their smaller east Reserve, as well as to their recreational areas. They also indicated that at present there is no access to the south portion of the Reserve.

RAILWAYS - There is no railway service available to Reserve residents. The closest station is over 100 km away at High Prairie.

AIRPORTS - There is presently no airstrips on the Reserve. The band has indicated the necessity for an airstrip for both health and financial reasons.

BUS SERVICES - There is presently no scheduled service available to Utikoomak Reserve residents. The nearest Greyhound depot is located in High Prairie. It should be noted that at present an unscheduled bus and ambulance service is in operation between Whitefish Lake and High Prairie.

UTILITIES - Treated water is hauled by truck to all homes. Most homes have cisterns. Over 30 homes have running water, as well as septic tanks. The remaining homes use outdoor privies. All homes are supplied with power by Alberta Power. All residents have telephone services available . Propane, oil and wood are the major fuels used for heating and cooking.

SCHOOLS - The Northland School Division operates a newly renovated and expanded school on the Reserve. The school offers kindergarten to grade 9 and had a 1982 enrollment of 185 students. Grades 10-12 must attend schools outside the community. They do not commute but reside in various Slave Lake area towns.

RECREATION - The Band has use of the new school gym for public recreation. An outdoor skating rink is being developed for the winter of 1982. The Band has a developed ball park for summer recreation.

HEALTH SERVICES - Health and Welfare operates a health services clinic with two full-time nurses. A doctor visits the Reserve twice weekly.

HOUSING INVENTORY - The Band indicates that there are presently 60 housing units available, 2 of which are mobile homes.

FIRE PROTECTION - There is no fire protection available to the Band or residents except for a water truck.

POLICE - The community is policed by the R.C.M.P. detachment from High Prairie.

SENIOR CITIZENS LODGING - There is presently no special accommodation on the Reserve for senior citizens.

BANKING FACILITIES - There are no banking services available in the Utikuma community. The closest facilities are located in High Prairie.

LOCAL GOVERNMENT STRUCTURE

The Reserve is governed by a chief and 5 councillors.

The Administrative staff is as follows:

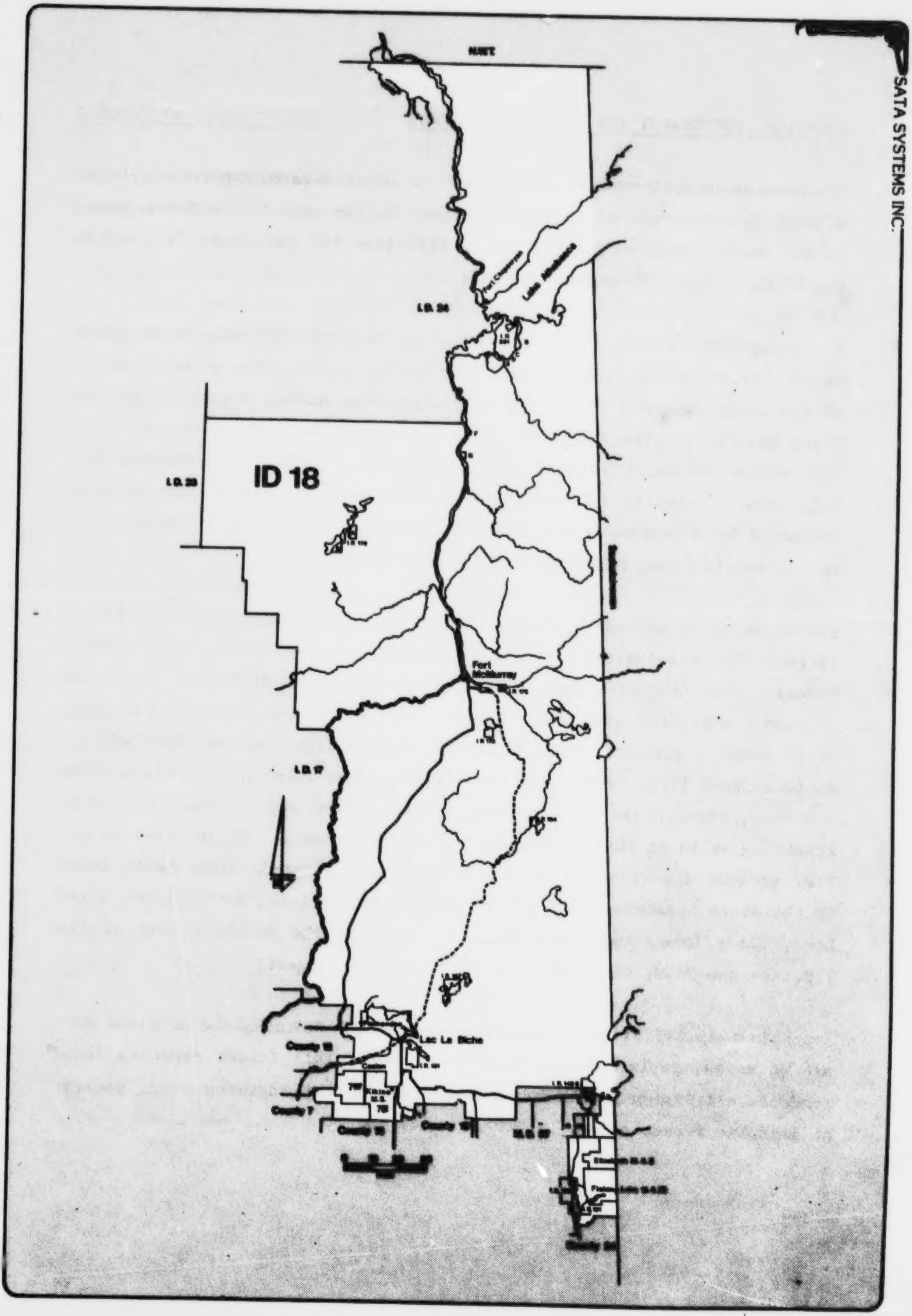
Administrator: Ivan Auger

Address:
Whitefish Lake Band #155
General Delivery
Atikameg, Alberta
TOG OCO

Phone:
(403) 767-3925
767-3909
767-3914

15.1

IMPROVEMENT DISTRICT
#18


N.W.T.
Fort Chipewyan
Lake Athabasca
I.D. 24
ID 18
I.D. 23
Fort McMurray
I.D. 17
Lac La Biche
County 13
County 7
County 19
County 12
M.D. 87
County 24

LOCATION, TOPOGRAPHY AND PHYSICAL FEATURES

Improvement District #18 is located in northeastern Alberta. It is bounded to the north by the N.W.T. border, to the east by the Saskatchewan border, to the west by I.D. #23, I.D. #24, I.D. #17 and County #12, and to the south by M.D. #87 and County #13.

The topography of I.D. #18 is characterized by three predominant divisions These include upland areas, plains and lowland areas. The uplands consist of the Kazan Uplands, the Birch Mountains, the Muskeg Mountains and the Stony Mountains. The Peace/Athabasca Delta area and the Athabasca, Firebag, Algar and Methy Portage Plains, comprise the major plains in I.D. #18. The Clearwater Lowlands are the main lowland area. The area is dominated by extensive river and lake systems. The highest elevation is approximately 2,800 feet (842 m) at the Birch Mountains.

The major water system in the I.D. is the Athabasca River and its tributaries; the Clearwater, Steepbank, MacKay, Muskeg, Ellis and Firebag Rivers. The Athabasca River flows in a northerly direction into Lake Athabasca where the headwaters of the Slave River are formed. The Slave River forms a portion of the boundary between I.D. #18 and Wood Buffalo National Park (I.D. #24). The Peace River flows into the delta area from the west, through the Wood Buffalo National Park and creates the Peace/ Athabasca Delta at the western end of Lake Athabasca. Major lakes in the I.D. include a portion of Lake Athabasca, the Namur-Gardiner Lakes chain in the Birch Mountains, McClelland Lake, Gregoire Lake, Gordon Lake, Birch Lake, Gipsy Lake, and Garson Lakes. Lakes in the southern part of the I.D. are numerous, with Lac La Biche being the largest.

Approximately 61% of total forest cover in I.D. #18 consists of mixed forest of aspen, poplar, birch, spruce and fir. This forest cover is found predominantly in well-drained upland areas. The remaining areas consist of jackpine forest cover.

POPULATION CHARACTERISTICS

Improvement District #18 covers a vast portion of the province. Transportation routes are limited and settlements restricted. In the northern portion of the I.D., the majority of the people live in Fort McMurray, Fort Chipewyan, Anzac and Fort MacKay. In the southern portion of the I.D., most people are located in the Town of Lac La Biche and several smaller villages and hamlets.

HISTORICAL POPULATION

The historical population statistics for I.D. #18 are shown in the table below for selected years from 1956 to 1982.

HISTORICAL POPULATION FOR I.D. #18

Year	Population
1956	10,606
1961	11,602
1966	13,498
1971	17,643
1976	26,117
1978	34,431
1978	36,698
1980	38,696
1981	41,704
1982	45,521

Source: Alberta Bureau of Statistics

Note: Figures do not include reserve or settlement populations, which would add 3,000 to 5,000 to each year's total.

ECONOMIC BASE

Although the I.D. has other important natural resources, their full potential is far from being developed. There are extensive forest stands in the Athabasca Forest region. Presently, timber production here comprises only 1% of Alberta's total. Swanson Lumber Company has a mill located at Embarras and production could feasibly increase if there was an increased demand. The area east of the Athabasca River and north of the McClelland Lake could support a large pulp and paper operation under good economic conditions, and if transportation access routes were developed to areas of high productivity.

The I.D. has large coal deposits northeast of McClelland Lake in the Firebag Plain area. Gypsum, rock salt, uranium, limestone and granite deposits in the I.D. are also undeveloped. Crooked Rapids, west of Fort McMurray on the Athabasca River, and Mountain Rapids on the Slave River, are both potential hydro-electric sites.

Agriculture is not a major industry in the northern portion of the I.D. According to the 1976 Alberta Census of Agriculture, total farm acreage was 727,242 acres (294,429 ha), with the average farm having 1,016 acres (411 ha). Most farming activities took place in the southern part of the I.D. Total improved land comprised of 235,500 acres (95,344 ha) with major crops being oats, barley and wheat.

Hunting, fishing and trapping are an important part of the economy of the region particularly for the native people. Residents of Fort Chipewyan depend, to a large extent, on fishing in Lake Athabasca. Sport fishing and tourism have some economic potential in the I.D. but are restricted by transportation systems.

PHYSICAL INFRASTRUCTURE

ROADS - Primary Highway #63 is the main highway in the I.D. It joins Highway #55 just west of Lac La Biche and continues north to Fort McMurray. This highway has been extended to the Suncor and Syncrude plants. Secondary Road #963, which is an extension of Highway #63, continues north from Fort McMurray to Fort MacKay.

Other roads includes secondary Road #868 from Lac La Biche to Owl River and Imperial Mills, Park Road #199, connecting Anzac and Gregoire Lake Provincial Park to Highway #63, Highway #69, the Fort McMurray Airport Road, and various forestry and private roads.

RAILWAYS - The CNR, formerly the NAR, connects Fort McMurray to Edmonton and central Alberta. There is limited passenger service between Lac La Biche and Fort McMurray.

AIRPORTS - There are two commercial airports in the I.D. One is located in the community of Fort Chipewyan and one in the city of Fort McMurray. There is also a paved and lighted airstrip located in the town of Lac La Biche. Grass landing strips for small aircraft are located at Mildred Lake, Chipewyan Lake, Johnson Lake, Muskeg Tower and Richardson Lake. These airstrips, with the exception of Mildred Lake, are operated by Alberta Energy and Natural Resources.

UTILITIES - Utility companies servicing the area include Northwestern Utilities, Alberta Power and AGT. A power line has been constructed connecting the Syncrude plant and Fort McMurray to the Mitsue Lake sub-station. Generators are located in the Conklin and Janvier communities.

FIRE PROTECTION - The I.D. has five trucks which are located in Anzac, Wandering River, Plamondon, Hylo and Lac La Biche. The I.D. has joint agreements with the Town of Lac La Biche and the Village of Plamondon to provide service in their areas. In Wandering River a new fire hall was constructed in 1982.

COMMUNICATION - Because of the vast area covered in I.D. #18, radio and television stations vary considerably throughout the area.

MUNICIPAL GOVERNMENT

The Improvement District is governed by the Minister of Alberta Municipal Affairs as Council for the I.D. He is assisted by 3 Advisory Councils in I.D. #18. The following is a brief description of each council.

I.D. #18 (South)

The southern area Advisory Council consists of a chairman and 4 councillors. The area covered by this council is the southern section of the I.D., north to approximately the 19th baseline.

Manager: John Leskiw

Address: Improvement District #18
Box 23
Lac La Biche, Alberta
TOA 2CO

Phone: (403) 623-4474

I.D. #18 (North

The northern area is governed by two Advisory Councils. The Fort McMurray Advisory Council consists of a chairman and 3 councillors.

Manager: Rick McDonald

Address: Improvment District #18
535 West Tower, Provincial Building
9915 Franklin Avenue
Fort McMurray, Alberta
T9H 2Y4

Phone: (403) 743-7162

The other council is the Fort Chipewyan Advisory Council. It consists of a chairperson and 4 councillors.

Manager: Rick McDonald

Address: Fort Chipewyan Advisory Council
General Delivery
Fort Chipewyan, Alberta
TOP 1BO

Phone: (403) 697-3923

FINANCIAL DATA

The total General Operating Revenue for Improvement District #18 for the fiscal year ending December 31, 1981 was $10,344,040. The total expenditure of the same period was $74,569,390. The General Municipal mill rate based on residential property was 33 in 1981.

HAMLETS

LAC LA BICHE REGION

RICH LAKE - The hamlet of Rich Lake is located southeast of Lac La Biche on Highway #55. It had a 1982 population of 10. The hamlet consists of 5 housing units with individual water and sewage. Children in the hamlet are bussed to school by the Lac La Biche School Division #51. The hamlet is served by a visiting nurse from the Athabasca Health Unit.

CASLAN - The hamlet of Caslan is located approximately 45 km southeast of Lac La Biche on secondary Highway #663. The hamlet had a 1982 population of 42 and consisted of 15 housing units. There are no formal water and sewage systems in the hamlet. There is a school in the hamlet operated by the Lac La Biche School Division #51. The hamlet is served by the Athabasca Health Unit.

HYLO - The hamlet is located approximately 25 km southeast of Lac La Biche on secondary Highway #663. Hylo had a 1982 population of 29 and an estimated 12 housing units. Water and sewage systems are on an individual basis. The hamlet is served by the Lac La Biche School Division #51 and the Athabasca Health Unit.

IMPERIAL MILLS - The hamlet of Imperial Mills is located on the N.A.R. rail line approximately 35 km north of Lac La Biche. Imperial Mills consists of 10 housing units and a population of 105 in the general area. Water and sewage systems are on an individual basis. The hamlet is served by the Lac La Biche School Division #51 and the Athabasca Health Unit.

WANDERING RIVER - The hamlet of Wandering River is located 85 km by road northwest of Lac La Biche on Highway #63. Wandering River had a 1982 population of 62 and an estimated 12 housing units. There is a municipal water supply and sewage pump-out system in the hamlet. The Lac La Biche School Division #51 and the Athabasca Health Unit serve the hamlet.

FORT MCMURRAY REGION

ANZAC - The hamlet of Anzac is located on the shores of Gregoire Lake approximately 50 km south of Fort McMurray on secondary Road #868. Anzac had a 1982 population of 258. The hamlet has a community well. Sewage disposal is by septic tanks. The nearest medical facilities are in Fort McMurray. A public health nurse from the Fort McMurray Health Unit visits the hamlet. A new community school is being constructed in the hamlet in 1983 to accommodate the children who are presently bussed to Fort McMurray. Facilities in the community include a community hall and a skating rink.

CONKLIN - The hamlet of Conklin is located on the NAR rail line halfway between Lac La Biche and Fort McMurray. In 1982 the hamlet had a population of 153. There is one school in the community operated by the Northland School Division. It had a 1982 enrollment of 32. A new community school is being constructed in 1983-84. Water in the hamlet is supplied through community wells, private wells and Christina Lake. Sewage disposal consists of outdoor privies. Facilities in the hamlet include the school facilities, a skating rink and a ball diamond. There are approximately 14 housing units in the hamlet. The hamlet is served by the Fort McMurray Health Unit.

FORT MCKAY - The community of Fort McKay is located on the west bank of the Athabasca River at the present terminus of Highway #63. The hamlet had a 1982 population of 329. The community of Fort McKay consists of a large native population who live in the hamlet rather than on the reserve across the river. The community does not, however, have reserve status. There is also a substantial Metis population in the community. Water is delivered from Ft. McMurray to a water point for the community. Sewage disposal is through outdoor privies. There is a school in the community which is operated by the Northland School Division. It had a 1982 enrollment of 46. Facilities in the community include a nursing station, a youth centre, school facilities, skating rink and a ball diamond.

CHARD - The hamlet of Chard is located directly adjacent to the Northern Alberta Railway running from Lac La Biche to Fort McMurray. The hamlet is located approximately 135 km south of Fort McMurray and has a population of 2. There is one housing unit with its own water and sewage. The nearest school is located 6 km away in the Janvier community.

CITY OF FORT McMURRAY

GENERAL OVERVIEW

The city of Fort McMurray is located approximately 435 km northeast of Edmonton in I.D. #18, and had a 1982 population of 33,576. It is located at the junction of the Clearwater and Athabasca Rivers.

ECONOMIC BASE

Fort McMurray, located in the Athabasca Oil Sands area, grew from a population of 1,300 in 1963 to 33,576 in 1980. Employment in the area and growth in Fort McMurray is directly related to oil sands development and subsequent plant construction. The City grew to provide a support system for oil sands developments and to offer plant employees housing and essential services. The City has developed a significant retail and commercial service industry, corporate offices and government services. Construction, retail trade, community businesses, government, educational and related essential services now provide significant employment in the area.

COMMUNICATIONS

Communication channels available in Fort McMurray include television channels CTV, CBC (French and English), ITV - Edmonton, and Community Broadcasting. Fort McMurray has a local radio station, CJOK and two local newspapers, Fort McMurray To-Day (daily) and The Express (weekly).

HEALTH FACILITIES

The Fort McMurray Hospital Board administers the District Health Unit and the Fort McMurray Regional Hospital. Phase 2 of the hospital was completed in 1981, expanding health care facilities from a 54-bed to a 300- bed hospital. There are 14 doctors in the city, 6 dentists, 8 medical clinics and a senior citizen's home. The District Health Unit provides a municipal nursing home, a municipal nursing service, dental hygiene, speech therapy and school services.

Syncrude and Suncor also have health and medical services available for their employees.

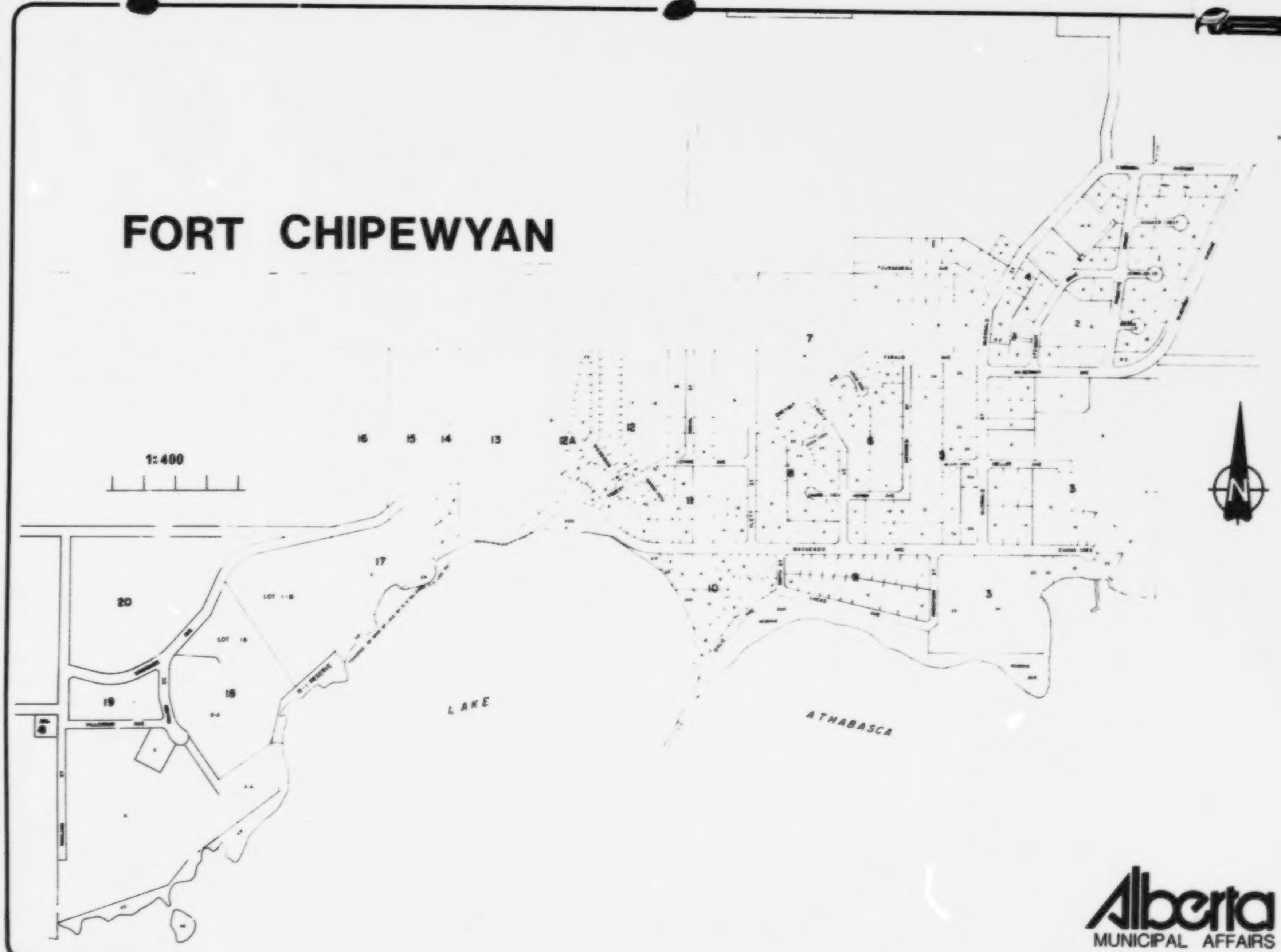
RECREATION AND TOURIST FACILITIES

Local recreation facilities in the City of Fort McMurray include Heritage Park, Centennial Park, Lions Park, MacDonald Island Park, two athletic parks, 17 small neighhbourhood parks, 4 natural areas and access to Gregoire Lake Provincial Park. There are 3 arenas, 8 swimming pools, baseball diamonds, 12 sheets of curling ice, a golf course and Keyano Theatre with a 590 seating capacity. The City has numerous motels and hotels for tourist accommodation.

15.2

COMMUNITY
OF
FORT CHIPEWYAN

FORT CHIPEWYAN


1:400
LAKE
ATHABASCA
1
2
3
3
4
5
6
7
8
9
10
11
12
12A
13
14
15
16
17
18
19
20
LOT 1-B
LOT 1A

SATA SYSTEMS INC.

Alberta
MUNICIPAL AFFAIRS

LOCATION AND ACCESS

Fort Chipewyan is located in the northeastern corner of I.D. #18. It is situated on the extreme northwest shore of Lake Athabasca, 220 km north of Fort McMurray. Access to Fort Chipewyan is by air, either from Fort Smith in the north or from Edmonton or Fort McMurray in the south. PWA offers a scheduled service four times weekly . A winter road exists north from Fort Chipewyan to Fort Smith.

Barges operated by Northern Transportation (a Federal Crown Corporation), bring in freight during the summer months. Once a month goods such as fuel, furniture, appliances, mobile homes and equipment, as well as groceries, etc. are barged into Fort Chipewyan. A passenger boat service also operates between Fort Chipewyan and Fort McMurray. This is a six-hour trip via the Athabasca River. Fort Smith can be reached in under four hours via the Slave River.

Fort Chipewyan is located in the Peace-Athabasca Delta. This allows for water access to the Athabasca, Peace, and Slave Rivers and the Arctic Ocean through the Mackenzie River system. The water access routes are important to the community's existence. Topographical features in the area include granite outcrops, muskeg and extensive lakeland, all consistent with this area of the Canadian Shield.

HISTORICAL SYNOPSIS

Fort Chipewyan was established in its present location in 1798 and as such, is Alberta's oldest settlement. The North West Company established the first trading post in the area, followed by the Hudson Bay Company soon after. The two companies amalgamated in 1821, and Fort Chipewyan became the centre for all trapping operations in the Peace-Athabasca Delta region. By the late 1800's Fort Chipewyan was also attracting a growing population of Indians who lived year round in the Settlement, many working for the Hudson

Bay Company. The fur trade remained an important economic activity well into the 1900's.

With the establishment of the first missionary institutions in 1867 and 1874, the native population was further encouraged to settle in the area. The missionaries provided health care and education as well as boarding facilities for children while their parents were on hunting and trapping trips.

The signing of Treaty No. 8 in 1899 signified a new area of government involvement at Fort Chipewyan. Government education, housing, etc. further influenced migrating Indians to settle permanently at Fort Chipewyan. It was not until the mid-1940's however, that the major permanent population of Fort Chipewyan was established.

HISTORICAL POPULATION

The population of Fort Chipewyan has been traditionally very transient. During the summer months, work is found away from the community. Many families live on Reserve areas in the summer. There are also a significant number of people who commute via a Syncrude company plane service to Fort McMurray under a work rotation program.

The following historical population table should be viewed in light of the above.

HISTORICAL POPULATION OF FORT CHIPEWYAN

Year	Population
1951	466
1956	304
1961	717
1971	1,125
1976	1,100
1980	1,179
1982	1,176

Source: Alberta Municipal Affairs

Note: Population figures represent the combined total of all groups actually living in the area. The Fort Chipewyan community is composed of three distinct groups; the Indian populations (Cree and Chipewyan Bands), the Metis population and a small non-native population.

The Cree Band has 985 people on its Band lists, 40 of which live at the Peace River Reserve area. A large number work in Fort McMurray or other major centres. The Band has indicated that in August, 1982, there was about 650 Cree Band members living in Fort Chipewyan.

The Chipewyan Band indicates it has 312 members, 50% of which are presently living in Fort Chipewyan. Many members are now "out" for work. A sizeable work crew is on the reserve for the summer. About 30 people permanently live on the Reserve.

According to the Community Advisory Council, the Metis population consists of approximately 300 residents. The non-native population is composed of 70 people.

ECONOMIC BASE

Fort Chipewyan was once considered the richest trading post in North America. The economic base of the area has experienced extensive changes over the years. Trapping, which has traditionally been the major economic activity, no longer is a significant source of revenue. Between 1970 and 1974 less than 5% of the total population was involved in trapping activities. This has been further reduced by vast areas around the settlement having been destroyed by recent forest fires.

Commercial fishing in the past contributed significantly to residential incomes. Over the past decades this activity has been decreasing in importance. The 1982 the commercial fishing season was suspended due to the fish being tainted. The situation is believed to hav been partially caused by downstream pollution in the Athabasca River. This has affected residential incomes and fish as a major food source for the area.

Prior to 1974, logging and lumber activities accounted for 40 permanent jobs in the community. At this time Swanson Lumber Mills and Twin Pine Construction closed down their operations. Logging is presently not a significant economic activity. Fire fighting provides seasonal employment for many residents.

The two Oil Sands plants at Fort McMurray offer employment but most residents must leave the community to participate. In 1980 Syncrude Canada initiated a commuter system for Fort Chipewyan residents. Thirty-two men are involved and work in 4-day rotating shifts.

Various government agencies, services, and institutions are significant employers in the community. Both Bands, as well as the Metis Association, have contractual companies for local construction and housing.

The area has two largely undeveloped resources. These are tourism, and a nearby granite deposit of exceptional quality.

Residential Area in Fort Chipewyan

PHYSICAL INFRASTRUCTURE

The community of Fort Chipewyan has been developed in a way that reflects four groupings. The Cree and Chipewyan Bands both have distinct areas of the community in which the Federal Government has purchased land and subsidized housing and services.

ROADS - The community has 6 km of internal gravel roads. An 8 km road is paved to the airport. The main road through town is paved.

RAILWAYS - The community of Fort Chipewyan does not have rail service.

AIRPORTS - Fort Chipewyan is served by a modern lighted and paved airport. Commercial jet service is available four times weekly. The airport is also used for many non-scheduled flights. A float plane base is also operated by Noralta Flights Ltd.

BUS SERVICES - With no road access to Fort Chipewyan, there is no bus service available.

UTILITIES - Electrical power is provided by an Alberta Power plant. According to the Community Advisory Council, most homes have been electrified. Telecommunications to the community are operated by Alberta Government Telephones, with 70% of the homes hooked up, Individual line service is offered. A new water and sewage system is just being completed in the community. Running water and indoor sewage will be offered to all residents. Oil is the major type of heating fuel.

SCHOOLS - The Pre-School Society operates a kindergarten for approximately 50 children. The Northland School Division offers grades 1-10 for approximately 210 students. The main school, Bishop Piche, burned down in the summer of 1981. Students are presently instructed in trailers. Students go to Fort McMurray, Edmonton or other major centres to attend grades 11 and 12. There were 12 grade twelve graduates in 1982.

Keyano College offers adult education upgrading in Fort Chipewyan. The University of Calgary's Native Outreach program had 12 students registered in a 3-year degree program in 1982.

RECREATION - Recreational facilities include a baseball diamond, a skating rink, and a three-sheet curling rink. The gym at the Northland School is used in the evenings by residents. A community centre is used for dances, bingos, suppers, and crafts, etc. A second floor to be built on the community centre will house a court room, as well as other government service offices.

HEALTH FACILITIES - A nursing station has just been completed. It is staffed by three nurses and includes 3 out-patient rooms. A doctor visits twice weekly from Uranium City. A dentist visits every three months. The community is visited by an optometrist once yearly. Patients requiring hospital care are flown out, usually to Fort McMurray or Edmonton.

HOUSING INVENTORY - The Cree Band indicates it has approximately 80 homes and 14 mobile home units. The Chipewyan Band indicates it has 35 housing units. They are presently involved in a major renovation program which should leave all homes in good condition. Both Bands have concerns relating to raising the money required to hook up with the new water and sewer system.

Alberta Housing has 31 trailers and three houses in the community. These facilities are used mostly by the Metis families. The Federal Government also supplies housing to its employers and maintains 3 trailers, 4 houses, and the school residences. There are 28 housing units owned privately. All sectors of the community expressed concerns over housing quality and shortages.

FIRE PROTECTION - Fort Chipewyan has a volunteer fire department, supported by two pumper trucks and one water truck. A new fire hall is presently being let for tenders. It is to be completed in 1983.

POLICE - The community is serviced by a four-man detachment of the R.C.M.P.

SENIOR CITIZEN LODGING - A senior citizens lodge is operated by the St. Annes Benevolent Society. The facility provides both apartment and lodge facilities.

BANKING FACILITIES - There is a Treasury Branch office in the Caribou Lodge. It operates as a sub-office of the Fort McMurray Branch.

MUNICIPAL GOVERNMENT

The community of Fort Chipewyan functions under four organizational groups of local government.

The Advisory Council - The Advisory Council is a locally elected group which advises the provincial government through Municipal Affairs as to the local concerns of the residents. They are charged with community related budgeting and planning. Current projects under consideration include: expanded recreational facilities, repavement of the main street, and the installation of sidewalks. Concerns raised by the group include the long periods of time to finalize projects such as the community hall, and water and sewage installations.

The Advisory Council consists of a chairperson and 4 members.

Chairperson: Maureen Clarke

Address:
Fort Chipewyan Advisory Committee
General Delivery
Fort Chipewyan, Alberta

The Advisory Council can be contacted at the Caribou Lodge - 697-3755 or residence - 697-3923.

The Cree Indian Band - The Cree Indian Band has its Band office in Fort Chipewyan. The Band Council administers programs and budgets related its membership. The Cree Band is completing negotiations for settlement of its land claim for 43,000 acres (17,408 ha) within Wood Buffalo Park. Two areas in the park have been claimed and surveyed with the intention of having them become Reserves. These areas are Peace Point (19,0213 acres, 9,298 ha), and

Embarras River (22,967 acres, 9,298 ha). A total of 1,020 acres has not as yet been selected. There are 30 families presently living at Peace Point.

The Cree Indian Band is governed by a chief and 6 councillors.

The Administrative staff is as follows:

Band Manager: Ted Martin

Address: P.O. Box 90
Fort Chipewyan, Alberta

Phone: (403) 697-3740
(403) 697-3692
(403) 697-3693

The Chipewyan Indian Band - The Chipewyan Band has its Band office in Fort Chipewyan. The Band Council administers programs and budgets related to its membership. The Band has 8 Reserve areas, the largest being directly across Lake Athabasca. Most members presently live in the townsite of Fort Chipewyan. There is also a substantial population located on the south shore reserve area.

The Chipewyan Indian Band is governed by a chief and 3 councillors.

The Administrative staff is as follows:

Band Manager: Vacant
Contact: John Merd

Address: Athabasca Chipewyan Band #201
P.O. Box 366
Fort Chipewyan, Alberta

Phone: (403) 697-3730
(403) 697-3875

The Metis Association - The Metis Association represents over 300 Metis people residing in Fort Chipewyan. The Association is administered by a chapter president and 7 staff.

President: Peter Ladouceur
Address: Box 55, Fort Chipewyan, Alberta
Phone: (403) 697-3879

FORT CHIPEWYAN DIRECTORY OF GOVERNMENT AGENCIES

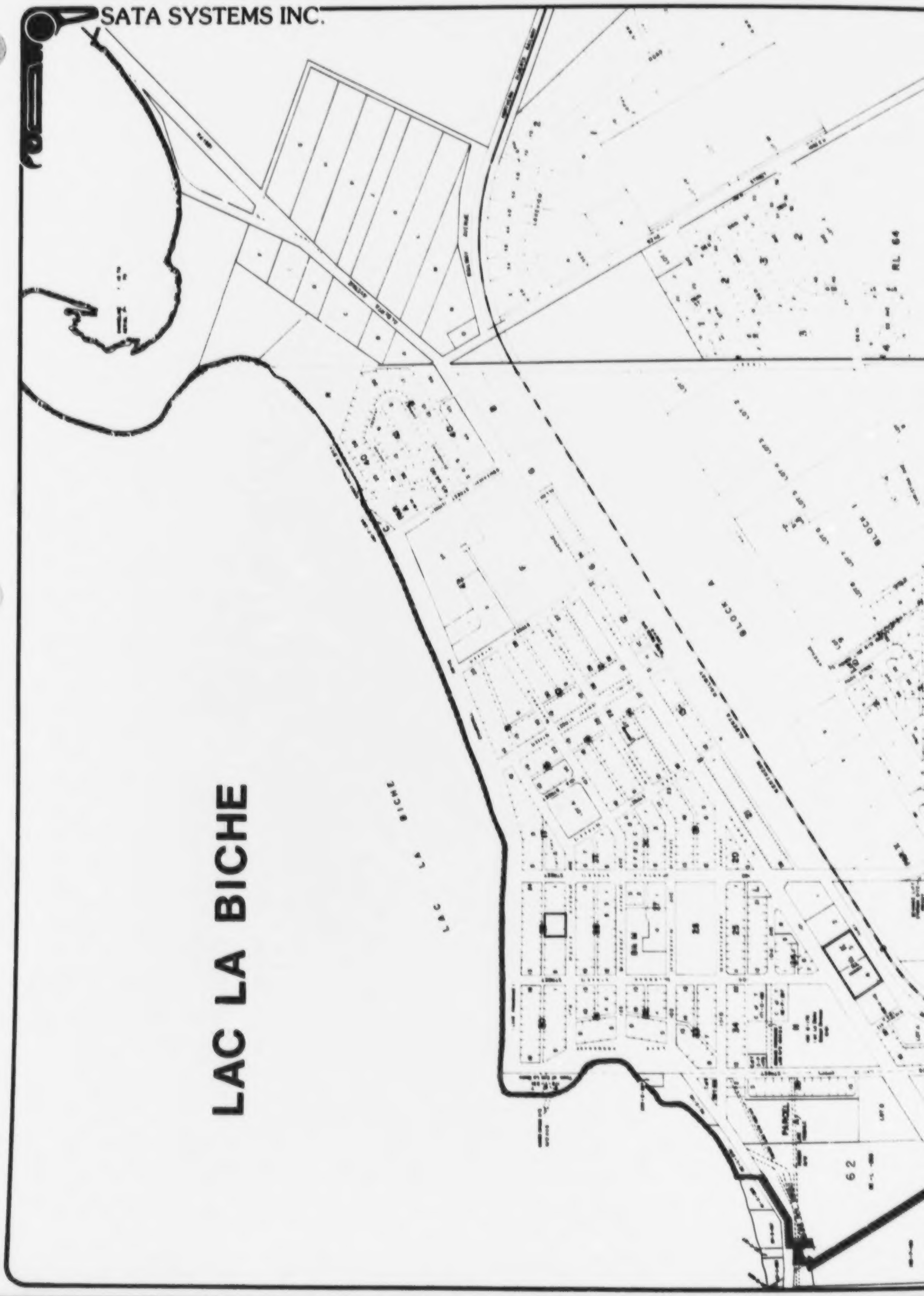
PROVINCIAL GOVERNMENT

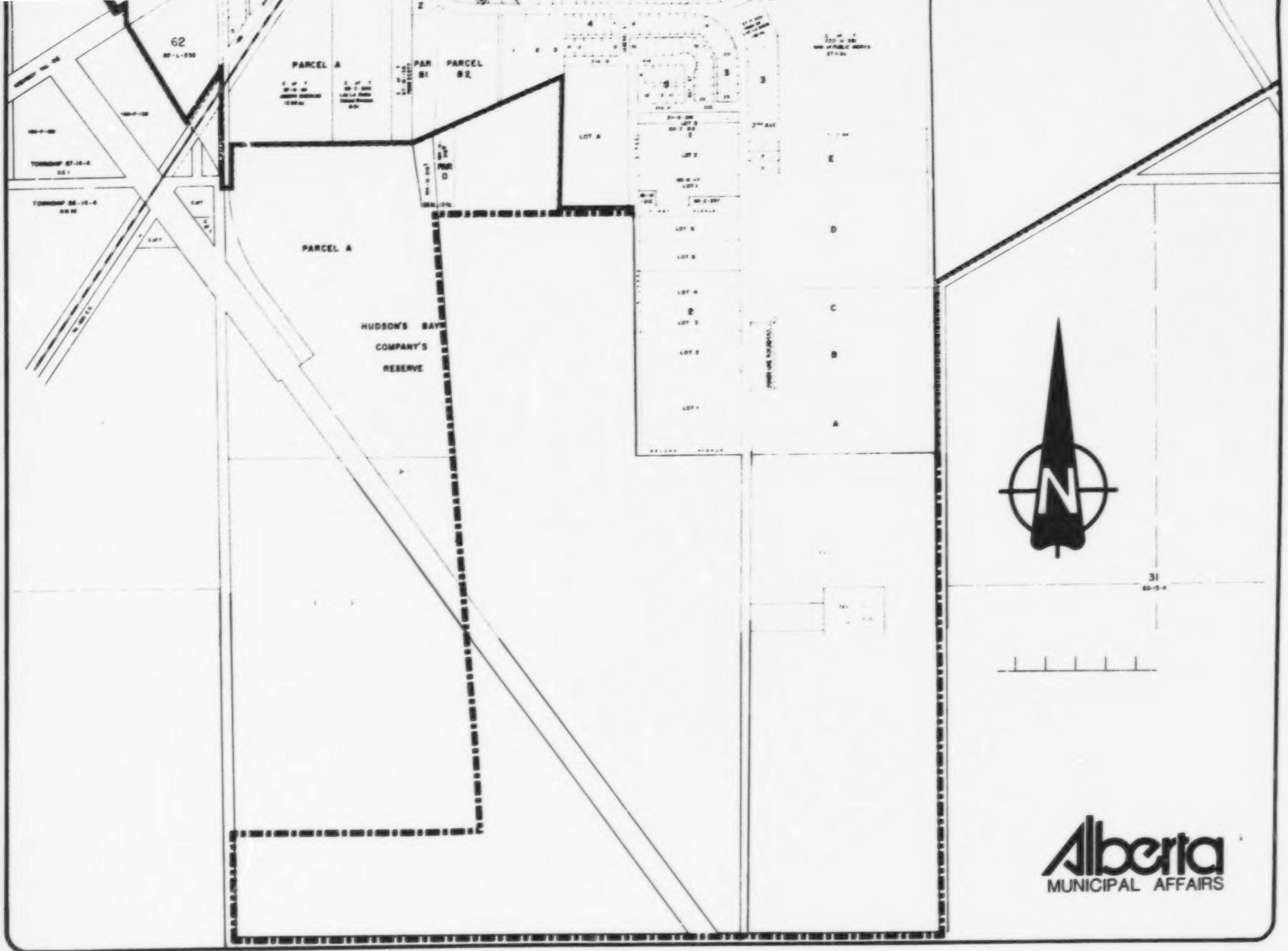
ENERGY AND NATURAL RESOURCES	
Fish & Wildlife	Phone: 697-3636
Fort Chipewyan Ranger Station	Phone: 697-3762
Fort Chipewyan Public Airport	Phone: 697-3778
MUNICIPAL AFFAIRS	
I.D. Branch	Phone: 697-3600
GOVERNMENT SERVICES	
ALCOHOL & DRUG ABUSE COMMISSION	Phone: 743-7187
ALBERTA GOVERNMENT TELEPHONES	Phone: 1-425-8430
SOCIAL SERVICES & COMMUNITY HEALTH	Phone: 697-3674

FEDERAL GOVERNMENT

ENVIRONMENT CANADA	
Wood Buffalo National Park	Phone: 697-3662
HEALTH & WELFARE CANADA	Phone: 697-3650
Fort Chipewyan Nursing Station	Phone: 697-3763
DEPARTMENT OF INDIAN & NORTHERN AFFAIRS	
Social Services s	Phone: 697-3740
Technical Services	Phone: 697-3641
POST OFFICE	Phone: 697-3658
TRANSPORT CANADA	Phone: 697-3786

TOWN
OF
LAC LA BICHE


SATA SYSTEMS INC.
LAC LA BICHE
LAC LA BICHE
BLOCK
BLOCK
RL 64
62


62
PARCEL A
PAR B1
PARCEL B2
LOT A
PARCEL A
HUDSON'S BAY COMPANY'S RESERVE
3
2
2ND AVE
LOT 1
LOT 2
LOT 3
LOT 4
LOT 5
LOT 6
E
D
C
B
A
N
31
Alberta
MUNICIPAL AFFAIRS

LOCATION, TOPOGRAPHY AND PHYSICAL FEATURES

Lac La Biche is located in Alberta's "Lakeland" area in Improvement District #18, approximately 220 km northeast of Edmonton. The Town is situated at the junction of primary Highways #55 and #36 on the south shore of Lac La Biche.

HISTORICAL SYNOPSIS

Lac La Biche was first named by French trappers who travelled in the area in the 1790's. The early trading posts did not operate continuously until the mid 1800's when Lac La Biche became a significant trading post for the northern fur trade. Fur traders travelled up the Beaver River which flows into the Saskatchewan River system. After a short portage from Beaver Lake, the traders entered Lac La Biche and then the La Biche River which runs into the Athabasca and ultimately the Mackenzie River system.

An early map survey of Lac La Biche showed that River Lot 25 belonged to voyageur Louis Fosseneuve, a legendary figure who earned two nicknames - "Louie the Strong" and "Captain Short". Louis was one of the strongest men in the North. During a contest held by the Hudson's Bay Company, he proved his strength by carrying an 800 pound load.

In those days, goods for the northern trading posts came by portage to Lac La Biche and were then transported along the Clearwater and Christina Rivers to Fort McMurray. Louis opened a new and faster route when he shot the Grand Rapids on the Athabasca River in a freight loaded scow. For this achievement, Louis was nicknamed "Captain Shot" and his route was used until Edmonton and Fort McMurray were linked by the Alberta and Great Waterways Railway.

By the mid 1800's a Catholic mission had been built and settlers began to move into the area to farm and trap.

HISTORICAL POPULATION

The following table indicates Lac La Biche's population for selected years from 1941 to 1982.

HISTORICAL POPULATION OF LAC LA BICHE

Year	Population
1941	517
1951	905
1956	967
1961	1314
1966	1490
1971	1791
1976	1954
1978	1954
1980	2035
1982	2069

Source: Alberta Municipal Affairs

ECONOMIC BASE

The economic base of the Town of Lac La Biche depends on the oil and gas industry, fishing, and agriculture. The Town acts as a major service centre. Tourism and service industries resulting from tourism have also provided a boost to the economy of Lac La Biche.

In 1979, the Alberta Energy Company reported finds of natural gas and approximately 12 billion barrels of heavy oil in the Ipiatik Lake area of the Primrose Weapons Range, northeast of Lac La Biche. As a result of this find, there has been an increase in oil exploration in the area, with secondary benefits for Lac La Biche. Proposals have been made for the construction of a powerline from Lac La Biche to the Primrose-Conklin region.

In 1980, the Lac La Biche Fisherman's Co-op produced over 450,000 pounds of fish and over 3,000 pounds of whitefish roe, marketed under the name of "Golden Caviar". This Co-op is one of the largest producers of freshwater fish in the province.

Government employs the largest percentage of the town's labour force, assuming Government includes employees at the Federal, Provincial and Municipal levels. Educational services is the next largest employer with employers being the local school boards and the Alberta Vocational Centre.

The oil and gas industry and tourism contribute significantly to the retail trade, construction, accomodation and food, and transportation and communication.

Other industries such as agriculture and forestry, construction, and manufacturing may be considered major in terms of revenue generation for the region, but they do not employ a large percentage of the town's labour force.

TOURIST ATTRACTIONS AND SERVICES

Lac La Biche is situated in the Lakeland Tourist area, where over 70% of the province's lakes are located. The Lac La Biche area is considered to be one of the most popular areas in Alberta for fishing, boating, camping, and skiiing. One can find all types of recreational facilities ranging from Provincial Parks and campgrounds to isolated hunting and fishing lodges located in wilderness settings.

Sir Winston Churchill Provincial Park is also located on an island in Lac La Biche. On the eastern side of Lac La Biche, Alberta Transportation has provided a public campsite where one can fish in the Owl River.

The Blue Feather Fish Derby at Beaver Lake is held in conjunction with Pow Wow Days. These events are usually planned for the first week in August.

Historical sites in the area include Lac La Biche Mission, the Legion Hut, site of the Hudson Bay Fort; and the McArthur Inn, constructed in 1916.

There are accomodation facilities in Lac La Biche including the Almac Motor Inn (80 units), La Biche Inn (46 rooms) and the Parkland Motel (22 units).

PHYSICAL INFRASTRUCTURE

ROADS - Primary Highway #55 is the main access route into Lac La Biche. Highway #55 continues west to Athabasca (95 km). Secondary Highway #36 runs south to Vilna (75 km). Internal roads in the Town of Lac La Biche are mainly paved.

RAILWAYS - The Town is served by the Canadian National Railway.

AIRPORTS - There is a paved and lighted 5,800 ft (1744 m) airstrip in Lac La Biche. Alberta Central Airways, Lac La Biche Aircraft Services, and Terr Air Rotary (helicopter) are all locally based charter services. The nearest commercial airport is located at Edmonton.

BUS SERVICES - Greyhound Bus Lines offers daily passenger and freight services, in north and south directions.

UTILITIES - All modern utility services are available in Lac La Biche including natural gas, electric power, telephone, treated water and piped in sewage facilities.

SCHOOLS - Lac La Biche has two elementary and two high schools, all under Lac La Biche School Division No. 51. Central Elementary had a total 1981-82 enrollment of 310, including kindergarten to grade 2. Vera M. Welsh has a total 1981-82 enrollment of 506 in grades 3 to 6. J. A. Williams High School has 530 students in grades 9 to 12. Dr. Swift Jr. High School has 320 students in grades 7 to 8 in September 1982. The Town also has the Alberta Vocational Centre which provides vocational and upgrading programs for approximately 550 students.

RECREATION - Lac La Biche has a complete range of recreational facilities. These facilities include an ice arena, curling rinks and a hall. The Town has outdoor and indoor tennis courts, baseball diamonds. School gyms are also open to the public.

HEALTH FACILITIES - Lac La Biche has one 68 bed hospital. A new 100 bed replacement hospital is under construction with a proposed completion date of October 1983. The hospital is administered by the Lac La Biche General Hospital Governing Board. The Town has one medical clinic with four doctors, one dental clinic and the Athabasca Health Unit. The Health Unit employs 13 full-time and 4 part-time employees. Health Unit Departments include the Environmental Health Inspection, a Speech Therapist, a Home Care Program, Community Health Nursing and a five year pilot project on TB control.

SOCIAL HOUSING - There are 18 social housing units available in Lac La Biche.

HOUSING INVENTORY - The 1980 Lac La Biche Census reports a total of 619 dwelling units. Of that total there were 391 single family dwellings, 126 apartment/town house units, and 51 mobile homes.

FIRE PROTECTION - Lac La Biche has a 24-member volunteer fire department operating one pumper truck belonging to the town and one belonging to the I.D.. The fire department serves an area within a radius of approximately 4.5 miles of the Town.

POLICE - Lac La Biche is served by an 11-member R.C.M.P. detachment. The detachment serves an area of approximately 9,000 square miles (3643 sq km).

SENIOR CITIZEN LODGING - Senior Citizen Lodging consists of 23 self contained senior citizens apartments at the Island View Home and 23 units at the Lacalta Lodge.

BANKING FACILITIES - Financial institutions in the Town of Lac La Biche include the Canadian Imperial Bank of Commerce, and the Alberta Treasury Branch.

MUNICIPAL GOVERNMENT

The Town of Lac La Biche was incorporated on December 31, 1950. The Town is governed by a mayor and 6 councillors.

The Administrative staff is as follows:

Administrator: Richard Persson

Address:	Town of Lac La Biche P. O. Box 387 Lac La Biche, Alberta TOA 2CO
Phone:	(403) 623-4323

FINANCIAL DATA

The total General Operating Revenue for the Town of Lac La Biche for the fiscal year ending December 31, 1980 was $1,440,126. The total expenditure for the same period was $1,426,733. The General Municipal mill rate based on residential property for the Town of Lac La Biche was 16.82 mills.

LAC LA BICHE DIRECTORY OF GOVERNMENT AGENCIES

PROVINCIAL GOVERNMENT

ALBERTA AGRICULTURE	PHONE: 623-4474
ALBERTA ALCOHOLISM AND DRUG ABUSE	PHONE: 623-2350
ENERGY & NATURAL RESOURCES	PHONE: 623-4411
Alberta Forest Service	PHONE: 623-4411
Beaver Lake Ranger Station	PHONE: 623-4133
Fish & Wildlife Division	PHONE: 623-4474
ALBERTA GOVERNMENT SERVICES	PHONE: 623-4651
Medical Examiner	PHONE: 623-4421
MUNICIPAL AFFAIRS (I.D. 18)	PHONE: 623-4474
RECREATION & PARKS	PHONE: 623-4474

SOCIAL SERVICES & COMMUNITY HEALTH	PHONE: 623-4474
SOLICITOR GENERAL	
Community Corrections	PHONE: 623-4474
TRANSPORTATION	
District Engineer	PHONE: 623-4474

FEDERAL GOVERNMENT

ROYAL CANADIAN MOUNTED POLICE	PHONE: 623-4380
HEALTH AND WELFARE	PHONE: 623-7557
BEAVER LAKE HEALTH STATION	PHONE: 623-7557
CANADA POST OFFICE	PHONE: 623-4715

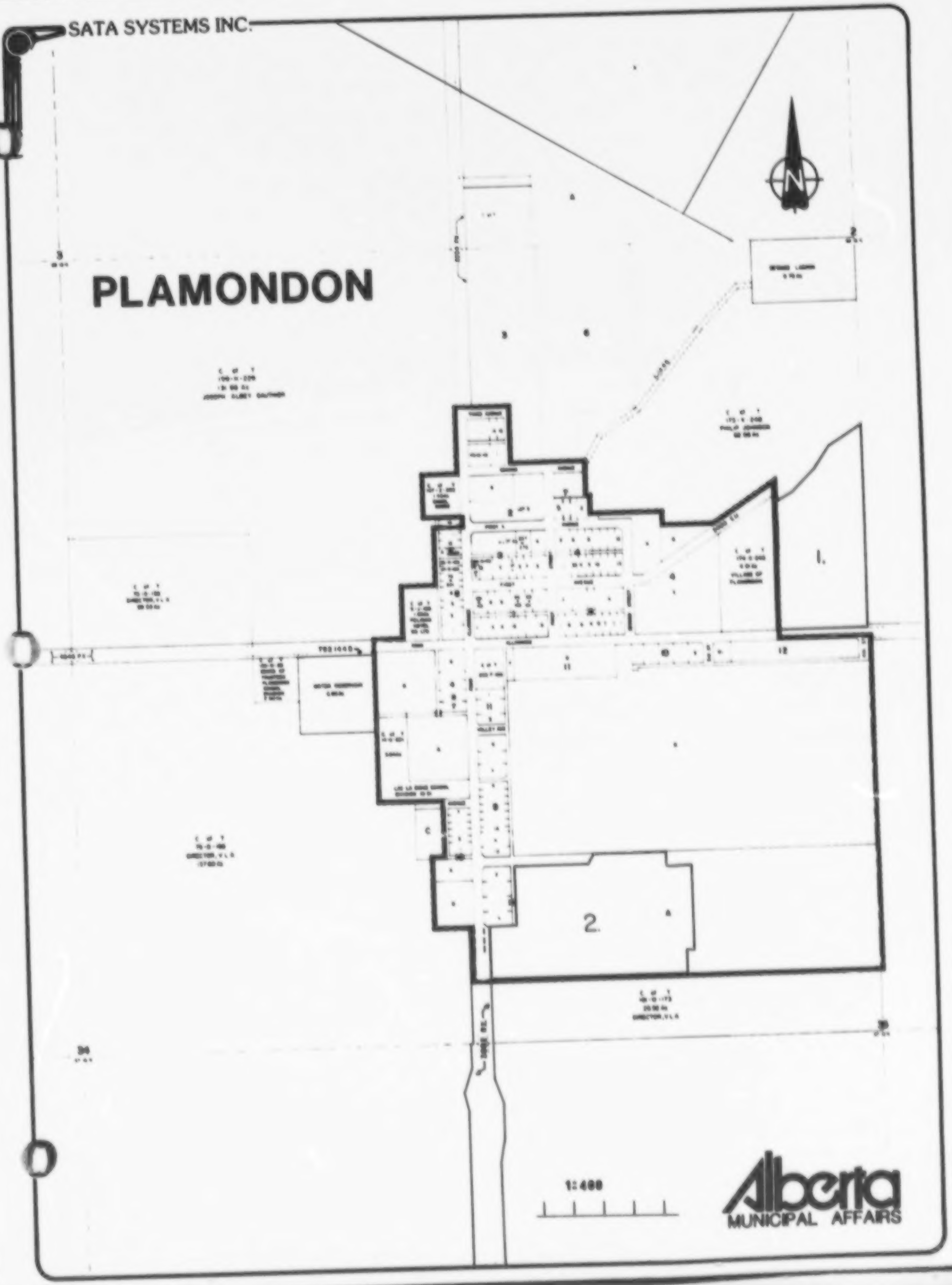
15.4

VILLAGE
OF
PLAMONDON

Esso
MAXIMUM
50
km/h
PLAMONDON

SATA SYSTEMS INC.

PLAMONDON


N
3
2
34
35
1.
2.
11
12
1:400

Alberta
MUNICIPAL AFFAIRS

LOCATION AND ACCESS

The Village of Plamondon is located approximately 210 km northeast of Edmonton in Improvement District #18. The Village, 30 km west of Lac La Biche, is situated on secondary Road #858, 3 km north of Highway #55.

HISTORICAL SYNOPSIS

On May 7th, 1908 Joseph Plamondon and a group of relatives and friends headed for Alberta from their home in Michigan, United States. On July 16th the group arrived in Morinville, Alberta where they purchased supplies before continuing northeast with a wagon train of eight teams of horses and four oxen. Twelve days later, on July 28, 1908, they founded the settlement of Plamondon. The following year, Leon Quatre opened Plamondon's first store. On September 26th, 1908 the community's first child was born - Marie Doria Plamondon.

HISTORICAL POPULATION

The historical population of Plamondon for selected years from 1951 to 1982 is summarized in the following table.

HISTORICAL POPULATION OF PLAMONDON

Year	Population
1951	177
1956	172
1961	133
1966	195
1971	189
1976	228
1977	230
1978	228
1979	236
1982	271

Source: Alberta Municipal Affairs

ECONOMIC BASE

The Village of Plamondon is a small community located in Alberta's "Lakeland Area". Tourism and associated service industries contribute to the economy of Plamondon. Agriculture and the oil and gas industry also provide employment to the residents of Plamondon. It should be noted that 25% of the residents of Plamondon are retired.

Plamondon Village Office

TOURIST ATTRACTIONS AND SERVICES

Plamondon is located in the Lakeland Tourist area. The Village is close to one of northern Alberta's popular lakes, Lac La Biche. Plamondon Beach Campsite offers excellent boat launching and fishing facilities. A special camp, Camp 3F (Fun, Fellowship and Fresh Air) has been developed in the Plamondon area for under-priviledged children.

There are several historical sites in the Village including Joe Plamondon's house (Joe was one of the founders of the Village), a rectory, a convent, Plamondon's first school and the Plamondon church. The church was renovated and opened to the public as the Plamondon and District Museum. The historic buildings date back to about 1908.

Tourist accommodations in the Village are provided by the 15 room Pelican Hotel.

PHYSICAL INFRASTRUCTURE

ROADS - Secondary Road #858, the main access route into Plamondon, is paved. Internal roads in the Village are paved and gravelled.

RAILWAYS - There is no rail service to Plamondon. The closest depot is located in the Town of Lac La Biche.

AIRPORTS - Plamondon has no airstrip. The closest paved and lighted airstrip is located in Lac La Biche. The nearest commercial airport with scheduled flights and air freight facilities is located in Edmonton.

BUS SERVICES - Greyhound Bus Lines offers daily passenger and freight services in all directions.

UTILITIES - The Village has a complete range of services including piped water and sewage systems, piped natural gas for heating, electricity and private telephone lines.

SCHOOLS - Plamondon has one school operated by the Lac La Biche School Division No. 51. The school offers grades 1 to 12 and had a total 1981-82 student enrollment of 270.

RECREATION - Recreational facilities in Plamondon include a skating rink, baseball diamonds and recreation grounds, a community hall, a local museum, a mini park on main street, and access to surrounding lakes and campgrounds. The Village's senior citizens have developed the Plamondon Pioneer Centre, built almost entirely with volunteer labour. The Village is concerned about providing extra recreation facilities for younger children. The curling rink was condemned as unsafe in 1982 and torn down.

HEALTH FACILITIES - The closest hospital is located at Lac La Biche. The Village is served by a visiting Public Health Nurse from the Athabasca Health Unit.

SOCIAL HOUSING - The closest social housing units are located in Lac La Biche.

HOUSING INVENTORY - According to the 1976-78 Plamondon and Area Community Profile, the Village has 143 single family dwellings and 31 mobile homes.

FIRE PROTECTION - Plamondon has a 16-member volunteer fire department with two pumper trucks, one which has been provided by the I.D. The Village department serves Plamondon and the immediate surrounding area.

POLICE - Plamondon is served by the Lac La Biche R.C.M.P. detachment.

SENIOR CITIZEN LODGING - Plamondon has two senior citizen facilities. The Pioneer Villa contains 8 units; the North Star Villa contains 4-units.

BANKING FACILITIES - The Village has a Treasury Branch and a Credit Union.

MUNICIPAL GOVERNMENT

The Village of Plamondon was incorporated on January 1, 1965. The village is governed by a mayor and 2 councillors.

The Administrative staff is as follows:

Municipal Secretary: Winnifred Gaudet

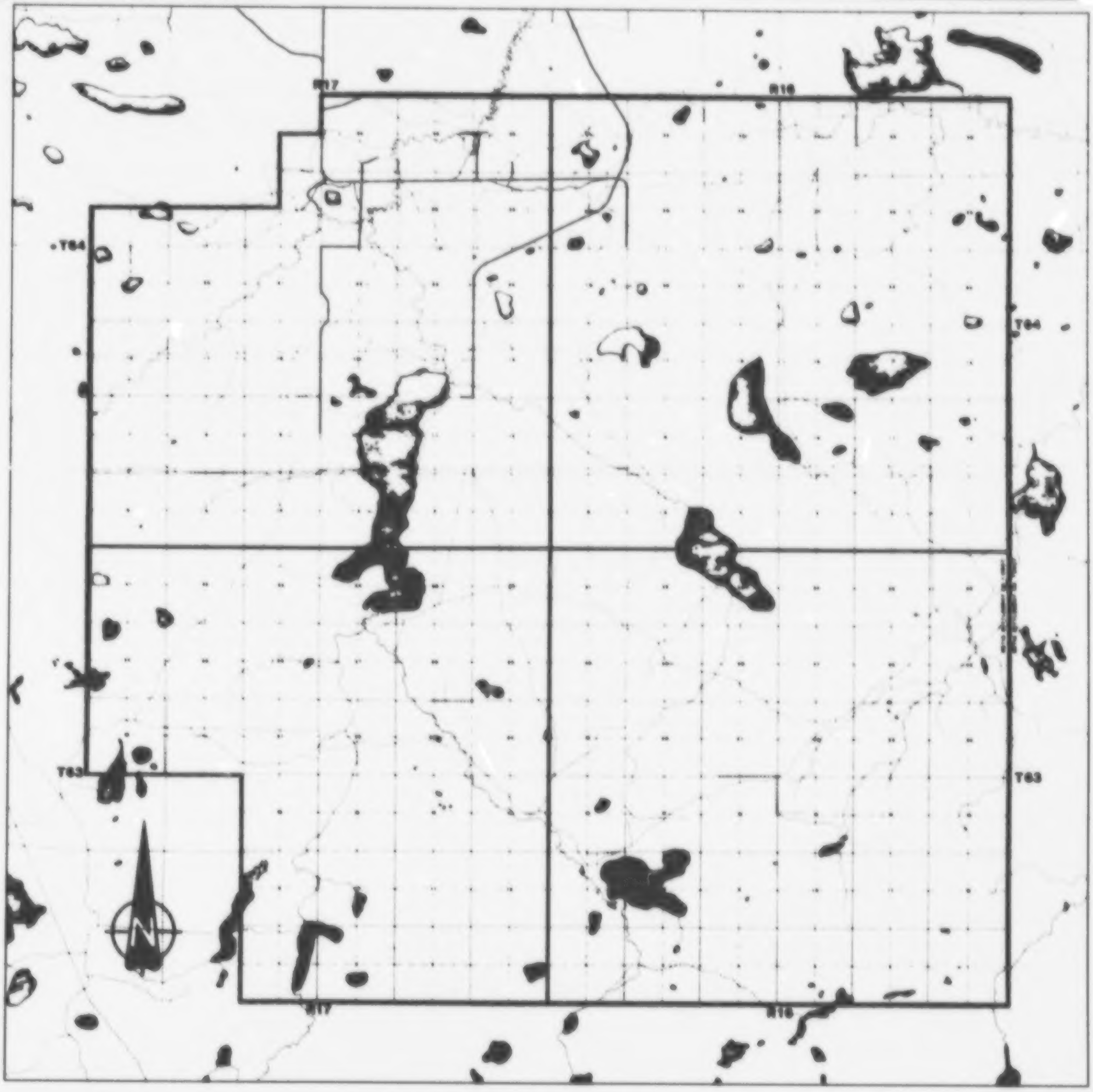
Address: Village of Plamondon
Box 98
Plamondon, Alberta
TOA 2TO

Phone: (403) 798-3883

FINANCIAL DATA

The Total General Operating Revenue for the Village of Plamondon for the fiscal year ending December 31, 1981 was $194,161. The total expenditure for the same period was $260,274. The general municipal mill rate based on residential property was 24 mills.

CASLAN METIS
SETTLEMENT
#7 (EAST)


R17
R16
T64
T64
T63
T63
R17
R16
N

CASLAN METIS SETTLEMENT (NO. 7 WEST)

LOCATION AND ACCESS

The Caslan Metis Settlement is located 50 km southwest of Lac La Biche in Improvement District #18. The Settlement encompasses approximately 34,400 hectares of land (86,000 acres) and borders on the Kikino Metis Settlement to the west.

HISTORICAL SYNOPSIS

The Caslan Metis Settlement was established in 1939 after the Metis Betterment Act was passed by the Alberta Government. Both Caslan and Kikino Settlements were allocated to the Goodfish Lake Settlement Association in 1939. The Caslan portion was supposed to be reserved for veterans returning from war. No one wanted to re-establish their homes at Caslan and as a result, the Settlement remained unpopulated until 1950 when several Metis families decided to move there. The Settlement name was derived from nearby hamlet, Caslan.

HISTORICAL POPULATION

Population figures on the Caslan Metis Settlement have been difficult to ascertain until recent years and are therefore considered to be estimations only. The following table gives an indication of population totals for selected years from 1939 to 1982.

HISTORICAL POPULATION OF CASLAN METIS SETTLEMENT

Year	Population
1939	0
1951	70
1956	178
1961	189
1966	387
1971	436
1976	485*
1978	460*
1980	590**
1982	590**

Source: Municipal Affairs
* Source: Metis Development
** Source: Caslan Settlement

ECONOMIC BASE

The natural resource base of the Caslan Metis Settlement is fairly limited. The severe soil, climatic and topographical conditions restrict local residents from obtaining any significant economic benefits from the natural resources on the Settlement.

Agriculture is of only minor importance to the Settlement, with 5-10% of the families involved in farming activities. Most of the Settlement land remains as natural grassland for grazing, with one township set aside as a community pasture. Cattle raising is not extensive at the present time.

Hunting, fishing and trapping at one time provided a livelihood for residents. Today, three families obtain seasonal employment from trapping.

The economic potential of the Settlement's forest is limited. Some logging for local use has been carried out. There has been some gas exploration on the Settlement. There are 14 gas wells, a number of which are in production. Although the Settlement does not receive royalty revenues from this industry, some short term employment is generated in brushing and clearing. Generally, there is little economic potential in this industry for the Settlement.

Caslan Enterprises is a Settlement company that operates a sewing factory on a contract basis. When operating, the company employs 9 persons.

Most employment for the Caslan people is seasonal or temporary, and consists of forest fire fighting, government sponsored projects, and employment in Boyle. A 1979 community survey indicated an 88% unemployment rate on the Settlement.

Retail facilities are unavailable on the Settlement. Most residents travel to Lac La Biche, Boyle and Caslan to shop and obtain essential services.

Caslan Metis Settlement's Administration Centre

PHYSICAL INFRASTRUCTURE

ROADS - Caslan Metis Settlement has approximately 45 km of all-weather, gravelled and dirt roads. The Settlement has established priorities for road construction. Between 1974 and 1979, 18 km of new roads were built. Secondary Highway #663 is the paved main access road from Boyle to the Settlement.

RAILWAYS - The closest railway line is the Canadian National Railway, located at the hamlet of Caslan.

AIRPORTS - The closest paved and lighted airstrip is located at Lac La Biche, 50 km northeast of Caslan Settlement. The nearest commercial airport is located in Edmonton.

BUS SERVICES - There are no bus services available to the Settlement residents. The closest bus depot is located at Boyle, 30 km west of Caslan.

UTILITIES - There is no community water or sewage system available at Caslan. Water is primarily obtained from individual wells. The majority of homes have outdoor privies. Most homes are heated by propane and wood, with a small number of residents using oil. No natural gas is available on the Settlement. The majority of the homes have electricity and access to telephone services. A small number of homes have running water.

SCHOOLS - There is no school located on the Caslan Metis Settlement. Students attending grades 1 to 6 are bussed daily to the hamlet of Caslan. Students in higher grades are bussed to Lac La Biche. The Lac La Biche Alberta Vocational Centre offers courses to adults.

RECREATION - Caslan's old community hall is being used as the sewing factory. The Settlement has a senior citizen's drop-in centre. There is an outdoor skating rink, rodeo grounds, and a baseball diamond. The Boyle arena is used for hockey and skating and the Caslan gym is used for family recreation.

HEALTH FACILITIES - The closest hospital and medical facilities are available in Boyle and Lac La Biche. There is a health nurse from Athabasca Health Unit who visits the Settlement.

HOUSING INVENTORY - A 1981 community survey indicated that Caslan Settlement had approximately 84 single family units including mobile homes. Since 1979, new home construction has almost replaced old housing and mobile home. A 1982 housing count indicated approximately 81 units.

FIRE PROTECTION - Caslan has no volunteer fire department or fire fighting equipment. The closest department is located at Lac La Biche.

POLICE - Caslan is served by the R.C.M.P. detachment from Boyle.

SENIOR CITIZEN LODGING - There is no special senior citizen lodging on the Caslan Metis Settlement.

BANKING FACILITIES - There are no banking facilites at Caslan. The closest banking facilities are located in Boyle.

LOCAL GOVERNMENT STRUCTURE

The Settlement is governed by a chairman and 4 coucillors.

The Administrative staff is as follows:

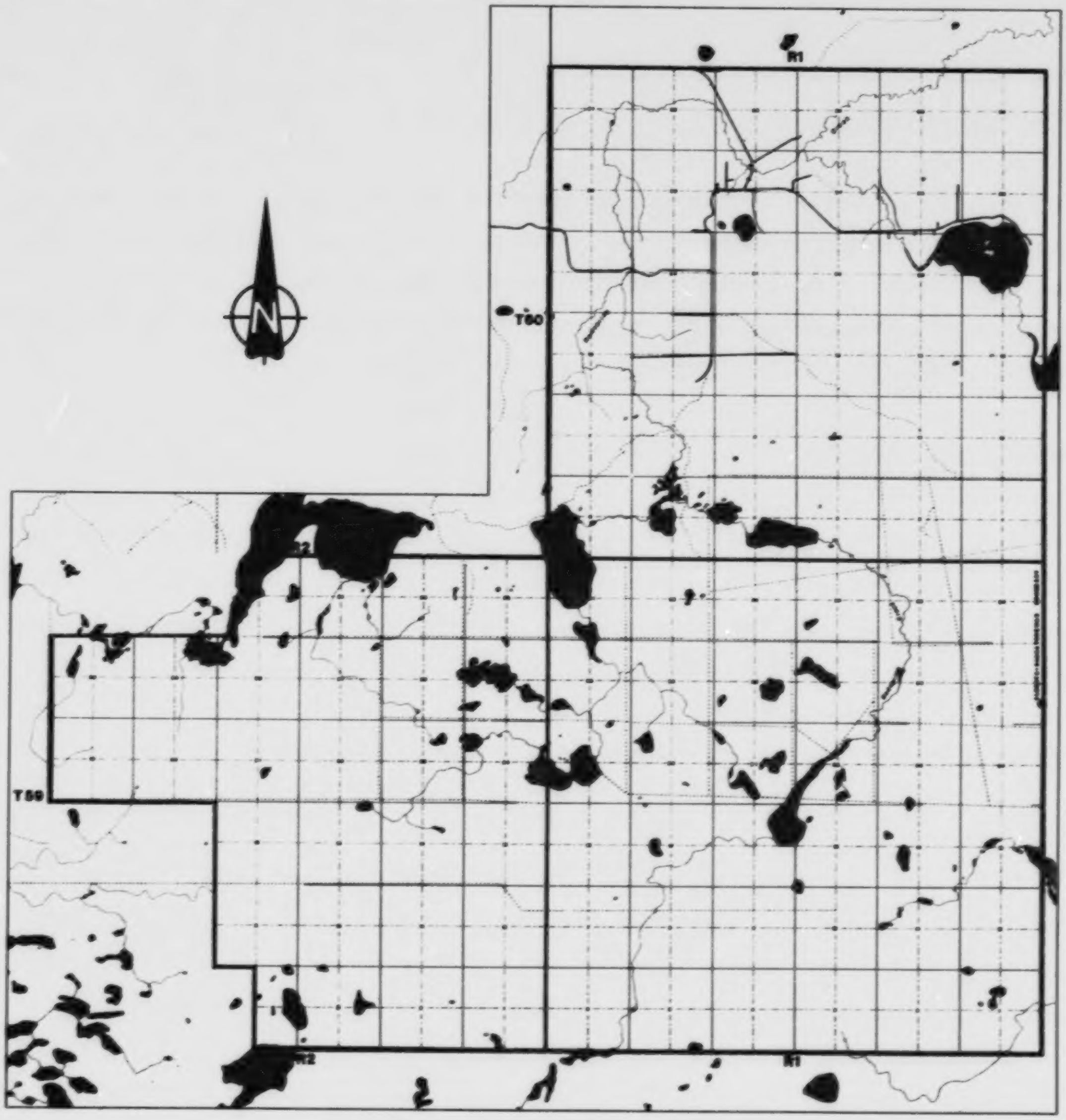
Coordinator: Bob Ladouceur
Council Secretary: Hazel Vetende

Address: Caslan Metis Settlement

General Delivery
Caslan, Alberta
TOA ORO

Phone: (403) 689-2170

ELIZABETH
METIS SETTLEMENT
#9


N
R1
T60
R2
T59
R2
R1

ELIZABETH METIS SETTLEMENT (NO. 9)

LOCATION AND ACCESS

The Elizabeth Metis Settlement is located approximately 30 km south of Grand Centre and 300 km northeast of Edmonton in Improvement District #18. The Settlement lies on the Alberta/Saskatchewan border and covers a total area of 25,600 hectares. The access road, secondary Road #897, is an all-weather, gravel road off Highway #28.

HISTORICAL SYNOPSIS

The Elizabeth Metis Settlement received its name from Elizabeth Dion, the wife of the famous leader, Joseph Dion. The area was first settled in the fall of 1939 by six families who all worked together to construct their homes. The early settlers had a very difficult time. Few jobs were available and the nearest store was 15 miles away at Beaver Crossing. Whenever anyone planned a trip to the store, they would take everyone's grocery lists so they could return with a load of supplies.

In 1941, Mrs. Mary Collins organized the first Ladies Club. The women planned dances for the local people. Because there was no community hall, dances were held in people's homes. For social occasions, everyone dressed up and went out visiting friends and relatives. Food was served and in the evening a special dance was held.

HISTORICAL POPULATION

Population figures in the following table differ between census figures of the Metis Development Branch and the Federation of Metis Settlements. Federation figures include residents who are temporarily living off the Settlement due to employment opportunities. The following table gives an indication of the historical population of the Settlement.

HISTORICAL POPULATION OF ELIZABETH METIS SETTLEMENT

Year	Population
1956	117
1961	215
1966	218
1971	291
1976	246
1977	244
1982	322*

Source: Metis Development Branch
* Source: Elizabeth Community Census

Note: In 1982 the total registered Settlement population was 348 although only 322 people were living there when the Community Census was taken.

ECONOMIC BASE

The Elizabeth Settlement has a small economic base. The natural resources of the area are limited for agriculture and forestry. The poor soil conditions, and extensive low-lying areas of muskeg allow for only small scale farming. The Settlement Chairman indicated that 10 families derive some income from part-time farming activities. The total acreage under cultivation is 750 acres (303 ha). Crops planted are oats and barley. The Settlement Association has initiated a large community pasture for use by Settlement members. The Association also pastures cattle from off the Settlement for a fee. In 1982 there were approximately 3,000 head of cattle in the pasture area.

The forest cover of aspen, poplar, and white spruce is not a commercially viable stand. Hunting and trapping is solely for domestic use. There are no registered trap lines or commercial fishermen active on the Settlement.

The Settlement Association had developed a pine furniture factory through a L.E.A.P. program. Although the factory closed in the spring of 1982, it is expected to re-open in August of 1983. At production, the work force could be expanded to 8 or 10 employees.

The oil and gas industry employs the most Settlement members. Imperial Oil at Cold Lake and Suncor at Fort Kent are the two major employers. The Settlement itself does not have any producing wells. Eleven wells have been drilled, with 7 of these wells being dry.

Elizabeth Metis Settlement's Administration Centre

PHYSICAL INFRASTRUCTURE

ROADS - Elizabeth Metis Settlement has approximately 34 km of all-weather gravelled roads which are maintained by Alberta Transportation.

RAILWAYS - The closest railway line is the Canadian National Railway, located in Grand Centre.

AIRPORTS - The closest airstrip is located at the Medley Airforce base. The closest commercial airport with scheduled flights is located in Edmonton, 300 km southwest of Elizabeth Settlement. Grand Centre has a gravelled airstrip.

BUS SERVICES - There are no bus services available to the Settlement. The closest bus depot is located at Grand Centre.

UTILITIES - Most residents obtain water from wells or haul water. Approximately 20 homes have running water. Power lines, running along the road, supply all homes with electricity. Most homes use outdoor privies. Natural gas service is unavailable. Home heating is primarily by propane, wood and oil.

SCHOOLS - There is one school on the Settlement operated by the Lakeland Catholic Board of Education #150. It offers grades 1 to 6 and had a 1978-79 student population of 54. The school was constructed in 1978. Students in higher grades are bussed to Grand Centre and Cold Lake.

RECREATION - Recreation facilities include two baseball diamonds, an outdoor skating rink, and a community hall. The hall accommodates numerous local activities and events. The basement is used as a drop-in centre. Local residents use a non-commercial beach area, north of Soars Lake. A new museum is being re-developed to replace an old facility which burned down.

HEALTH FACILITIES - The closest medical and hospital facilities are located in Cold Lake and Grand Centre. A public health nurse from Grand Centre visits the Settlement twice weekly.

HOUSING INVENTORY - A community housing survey undertaken in 1980 indicates that out of a total of 69 single family units, 92% were frame houses and 8% were mobile homes. The community indicated that in 1982 there were 75 homes, 15 of which were trailers.

FIRE PROTECTION - Elizabeth Settlement has no volunteer fire department or fire fighting equipment. The closest department is located in Grand Centre but no agreements have been made to obtain these services.

POLICE - The Settlement is served by the R.C.M.P. detachment from Grand Centre.

SENIOR CITIZENS LODGING - Special senior citizen lodging is unavailable on the Settlement.

BANKING FACILITIES - The closest banking facilities are located in Grand Centre.

LOCAL GOVERNMENT STRUCTURE

The Settlement is governed by a chairman and 4 councillors.

The Administrative staff is as follows:

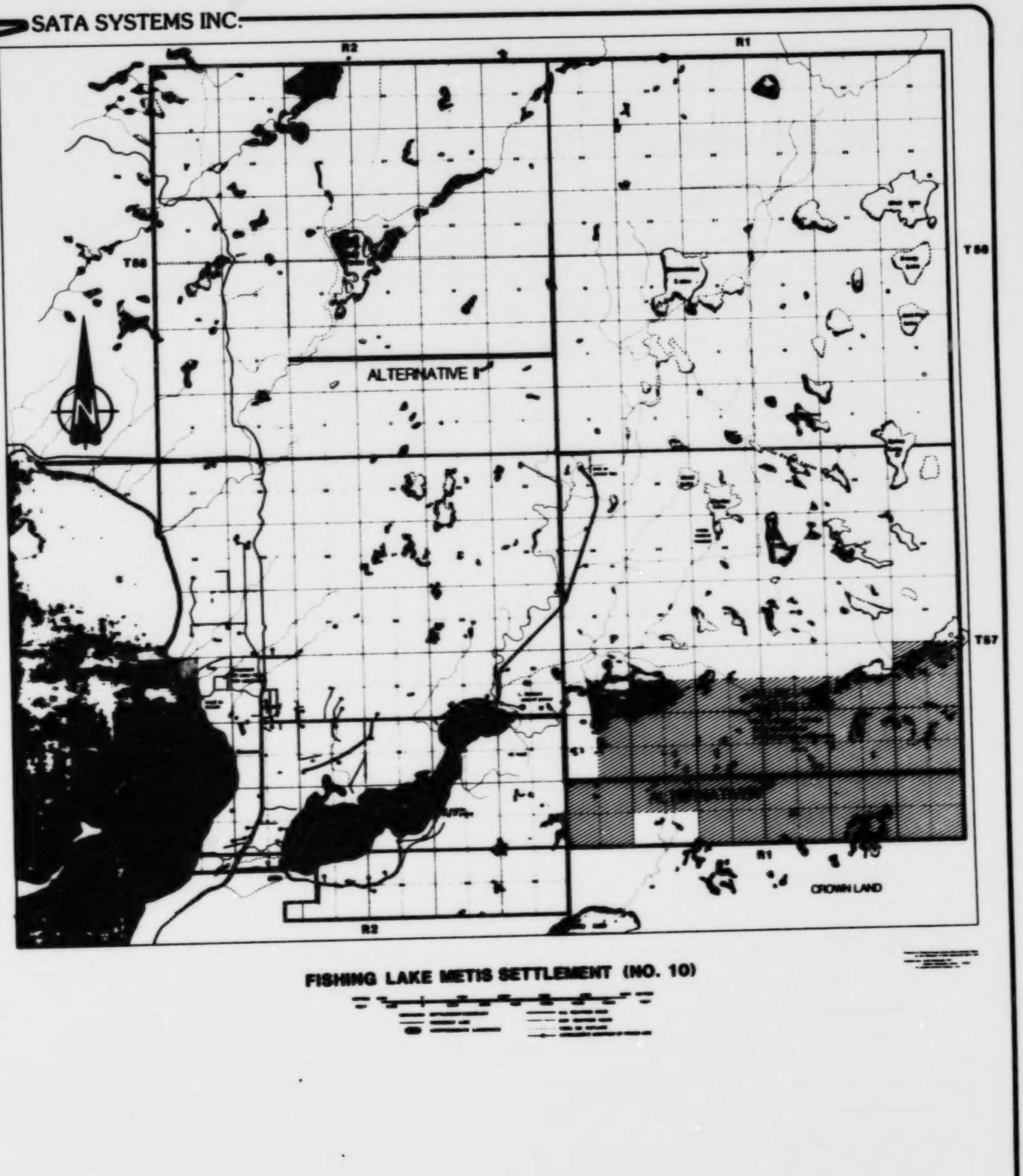
Administrator: Archie Collins

Address: Elizabeth Metis Settlement
Box 420
Grand Centre, Alberta

Phone: (403) 594-5026

15.7

FISHING LAKE
METIS SETTLEMENT
#10


R2
R1
T58
T58
T57
ALTERNATIVE II
ALTERNATIVE I
R1
CROWN LAND
R2

FISHING LAKE METIS SETTLEMENT (NO. 10)

LOCATION AND ACCESS

Fishing Lake Metis Settlement #10 is located 55 km east of Elk Point and 93 km by road south of Grand Centre in Improvement District #18. The Settlement is located adjacent to the Alberta/Saskatchewan border and is bounded to the north by Elizabeth Metis Settlement. It is located 20 km north off secondary Road #897. All access roads are gravelled.

The Settlement encompasses approximately 37,000 ha (93,000 acres). The area is mostly rolling hills with natural grassland. Fishing Lake and the east shore of Frog Lake are located within the settlement boundaries.

HISTORICAL SYNOPSIS

The Fishing Lake Settlement Association was formed on June 22, 1939. A number of Metis families were already settled in the area. The original population of the settlement is estimated to have been 200 residents. The original Metis settlers made a living by hunting, trapping and fishing. Over the years the traditional activities declined as agriculture and ranching became more prominent on the settlement. The settlement was named after nearby Fishing Lake.

HISTORICAL POPULATION

Population figures on the Fishing Lake Settlement have until recent years been difficult to ascertain. The following table gives an indication of population totals.

HISTORICAL POPULATION OF FISHING LAKE METIS SETTLEMENT

Year	Population
1939	200 (estimate)
1940	226
1975	309
1977	322
1978	325
1981	436*

* Source: Fishing Lake Settlement

Note: The Fishing Lake settlement count includes people living on the Settlement who are not included by the Metis Development Branch.

ECONOMIC BASE

The natural resource base of Fishing Lake Metis Settlement is limited. Few residents obtain significant economic benefits from natural resources of the area.

The land is not well suited to cultivation due to poor soil conditions. Approximately 15% of the residents are involved to some degree in raising livestock. Road access to many parts of the Settlement is either very poor or non-existent. Hunting, trapping and fishing at one time provided a livelihood for residents. Today few individuals are able to rely on trapping for full-time employment.

There are no significant economic benefits derived from the oil and gas industry. Occasional short term employment related to seismic or drilling work does occur. The Settlement has one producing gas well and some exploration wells, but the Settlement presently does not receive royalty revenues from this industry.

There is one school, one store and a post office at Fishing Lake that offer some employment opportunities. A 1979 community survey indicated a 78%

fluctuating unemployment rate. Most work is seasonal, short-term, government-sponsored projects with few long term benefits to the community.

The community is served by Heinsburg and Elk Point for retail commodities and basic services.

Fishing Lake
GMC

Fishing Lake Metis Settlement's Administration Centre

PHYSICAL INFRASTRUCTURE

ROADS - Fishing Lake Metis Settlement has approximately 52 km of gravelled and dirt roads. Between the years 1974 and 1979, 22 km of new roads were constructed by Alberta Transportation. Construction of approximately 25 km of new roads were planned between 1981 and 1983.

RAILWAYS - The closest railway line is the Canadian National Railway, located at Elk Point, 55 km west of Fishing Lake.

AIRPORTS - The closest paved and lighted airstrip is located at Medley Air Force Base, 45 km north near Grand Centre. The nearest commercial airport is located in Edmonton.

BUS SERVICE - There is no bus service available to the Settlement. The closest bus depot is located at Elk Point, 55 km west of Fishing Lake.

UTILITIES - The Settlement council indicated that water for local homes is either obtained from wells or hauled in. Sewage disposal is through septic tanks and outdoor privies (82%). No community water or sewage system is available. Eleven homes have running water. Approximately 63% of homes have electricity, with hook-ups available for most of the remaining homes. Natural gas for heating is unavailable on the Settlement.

SCHOOLS - The Joseph F. Dion School was constructed in 1962 in the Sputinow townsite area. The school is under Northlands School Division and offers kindergarten to grade 7. The student enrollment for 1981-82 was 69. There are 40 students in Grades 8 to 12 who are bussed to Heinsburg. Additional training may be obtained at Lakeland College, Blue Quills School near St. Paul and an Alberta Vocational Centre in Lac La Biche.

RECREATION - Recreation facilities at Fishing Lake include rodeo grounds, a baseball diamond, a community hall, and a beach area on Frog Lake. The school gym is available for community sports twice weekly.

HEALTH FACILITIES - The closest hospital and medical facilities are located at Elk Point. The Settlement has a visiting public health nurse and the community is included in the oral Dental Health Program.

HOUSING INVENTORY - According to 1982 Metis Settlement statistics, there were 62 single family units, 94% of which were frame houses and 6% mobile homes. The 1982 home count offered by the Settlement is approximately 70 homes including trailers.

FIRE PROTECTION - Fishing Lake has no volunteer fire department or fire fighting equipment. The closest fire department is located at Elk Point but there are no arrangements to provide service to the Settlement.

POLICE - Fishing Lake is served by the RCMP detachment in Elk Point.

BANKING - There are no banking facilities at Fishing Lake. The closest bank is located in Elk Point.

SENIOR CITIZEN LODGING - There is presently no special accommodation on the Settlement for senior citizens. Plans are now being developed but no construction date has been indicated.

Note: The Settlement has a new Administration Office which opened in 1981. This facility accommodates the Northeastern Health Unit and a local construction company.

LOCAL GOVERNMENT STRUCTURE

The Settlement is governed by a chairman and four councillors.

The Administrative staff is as follows:

Coordinator: Ross Daniels

Address:
Fishing Lake Metis Settlement
General Delivery
Sputinow, Alberta

Phone: (403) 943-2202

15.8

BEAVER LAKE
INDIAN RESERVE
#131

LOCATION, TOPOGRAPHY AND PHYSICAL FEATURES

Beaver Lake Reserve #131 is located in Improvement District #18, 13 km south of Lac La Biche. The Reserve is off Highway #55, on the south shore of Beaver Lake. The Reserve encompasses approximately 6156 ha (15,185 acres) of land.

HISTORICAL SYNOPSIS

The Beaver Lake Band historically lived in the vicinity of Beaver Lake and were part of a band headed by Chief Peeaysis. Peeaysis signed Treaty No. 6 on their behalf at Fort Pitt on September 9, 1876.

A drastic decline in the fish and game supplies in all of northeastern Alberta took place in the mid-1880's. This caused considerable hardship for the band which had depended on the abundant game for their survival. At this time the Federal Government placed pressure on the band to move to Saddle Lake and take up farming. The members resisted this pressure and the Beaver Lake Band members were officially assigned their present reserve in 1911. In 1941 the band requested an additional 320 ha adjoining their northeast boundary. This claim has yet to be resolved as the land in question is provincial crown land.

HISTORICAL POPULATION

The following table indicates the historical population of the Beaver Lake Band for selected years from 1934 to 1982.

HISTORICAL POPULATION OF BEAVER LAKE RESERVE

Year	Population
1934	92
1944	107
1949	123
1959	152
1966	182
1971	208
1976	223
1977	253
1978	259
1979	263
1981	283
1982	292

Source: Department of Indian Affairs

Note: Population figures are for the total band population. In 1979, 150 persons lived on the Beaver Lake Reserve.

ECONOMIC BASE

The economy of the Beaver Lake Reserve has remained relatively constant over the past five years. Few opportunities exist causing a high unemployment rate to persist.

The major employer on the Reserve is the band administration. Band operations employ 15 full-time personnel. Beaver Lake Fashions, the main industrial project on the Reserve, is band-operated. This venture, although highly successful, but unlikely to expand beyond its present employment capability.

The band has four producing gas wells. These do not have a major economic impact on community revenues.

The agricultural potential of the Reserve is somewhat limited with the land being mostly suited to pasture. At the present time, only three families are engaged in full-time farming operations. The department of Indian Affairs has indicated that with a major capital investment, the Reserve has the potential of developing 10 additional full-time farming operations.

Beaver Lake band members are still actively involved in hunting, fishing and trapping. Six members are presently operating registered traplines. This constitutes only part-time, seasonal employment and cannot be considered as a major part of the Reserve's economy.

In anticipation of the boom that would have been created by the Cold Lake project, a number of band members initiated their own construction and service companies. Most of these companies are presently inactive with the exception of Aldor, a construction/concrete business.

Beaver Lake Administration Office

BAND-OWNED BUSINESSES

Beaver Lake Campsite - The band initiated this project in 1975. It presently includes 110 tent and trailer camping stalls. Beaver Lake offers good fishing and sandy beaches.

Beaver Lake Fashions - This manufacturing operation is primarily concerned with fashion parkas. The business employs approximately 20 people, 8 months of the year. Gross sales figures for this past year exceeded $300,000. The address is:

Beaver Lake Fashions
Box 1207
Lac La Biche, Alberta
TOA 2CO

Phone: (403) 623-7588

PHYSICAL INFRASTRUCTURE

ROADS - Beaver Lake Indian Reserve has approximately 18 km of gravel roads which are maintained by the province.

RAILWAYS - The nearest railway depot is located in Lac La Biche, 16 km northwest of the Reserve.

AIRPORTS - The closest paved airstrip is located in Lac La Biche. The nearest commercial airport is located in Edmonton.

BUS SERVICES - The nearest bus depot for Greyhound bus lines is located in Lac La Biche. This line extends south to Edmonton and north to Cold Lake and Grand Centre.

UTILITIES - According to 1981 statistics from the Department of Indian Affairs, approximately 65% of the homes have cisterns. Water is hauled from Lac La Biche. The remaining 35% of the homes have operating wells. Twenty percent of the homes have indoor plumbing or sewage systems, while the remainder use outdoor privies. Approximately 75% of the homes have electricity. Wood, fuel oil and propane are the major sources of heating. About 50% of the homes have telephone service.

SCHOOLS - School facilities are unavailable on the Reserve. All students are bussed daily to Lac La Biche. The Lac La Biche School Division operates a kindergarten class in a trailer on the Reserve. A day care service is operated in the omniplex.

RECREATION - The Reserve presently has a recreational complex, two baseball diamonds, and an outdoor skating rink. The Beaver Lake beach and campsite are also available for band members.

HEALTH FACILITIES - The closest hospital and medical facilities are available in Lac La Biche. A public health nurse also visits the Reserve on a regular basis.

HOUSING INVENTORY - In 1982 there were 55 single family units on the reserve and one mobile home.

FIRE PROTECTION - Beaver Lake Reserve has no fire department. A 1200 gallon water truck is used in emergencies.

POLICE - The RCMP detachment from Lac La Biche provides police protection to the Reserve.

SENIOR CITIZEN LODGING - There is no special accommodation on the Reserve for senior citizens.

BANKING FACILITIES - Banking facilities are unavailable on the Reserve.

LOCAL GOVERNMENT STRUCTURE

The Reserve is governed by a chief and 2 councillors.

The Administrative staff is as follows:

Band Administrator: Ray Sanderson

Address: Beaver Lake Band
Box 213
Lac La Biche, Alberta
TOA 2CO

Phone: (403) 623-4549

15.9

FROG LAKE
INDIAN RESERVE
#121 and #122

LOCATION, TOPOGRAPHY AND PHYSICAL FEATURES

The Frog Lake Indian Band consists of two Reserve areas, #121 and #122. Both are located approximately 64 km south of the town of Grand Centre in Improvement District #18. The total area of the two Reserves is 18,873 ha (46,600 acres). Reserve #122 is located on the west side of Frog Lake. Secondary Road #897 runs through the Reserve. Reserve #121 is located on the southeast corner of Frog Lake.

HISTORICAL SYNOPSIS

In May 1879 Unipoukios Reserve #121 and Puskiakiwenin Reserve #122, were established and allocated 8514 ha and 10,359 ha respectively. At that time, the two Reserves and the two bands were separate entities.

In 1884 and 1885, Louis Riel was encouraging Indian people to join the Metis people in their protest against the Canadian Government. Chief Big Bear of Dog Rump Creek, located 40 km west of Frog Lake, responded to Louis Riel and recruited followers to provide aid. In 1885, Big Bear's warriors attacked the Frog Lake Indian Affairs Agency, killing nine people including the Indian agent. This event is referred to as the "Frog Lake Massacre".

In 1914, the two bands amalgamated to form the Frog Lake Band. Both Reserve areas continued to be occupied. Today it is estimated that approximately 60% of the Band population live on the southern Reserve while 40% live on the northern Reserve.

HISTORICAL POPULATION

The following table indicates the historical population of Frog Lake Indian Reserve for select years from 1929 to 1982.

HISTORICAL POPULATION OF FROG LAKE RESERVE

Year	Population
1929	155
1939	177
1959	354
1966	498
1971	627
1976	712
1977	754
1978	773
1979	794
1982	847*

Source: Department of Indian Affairs
* Source: Alberta Native Secretariat

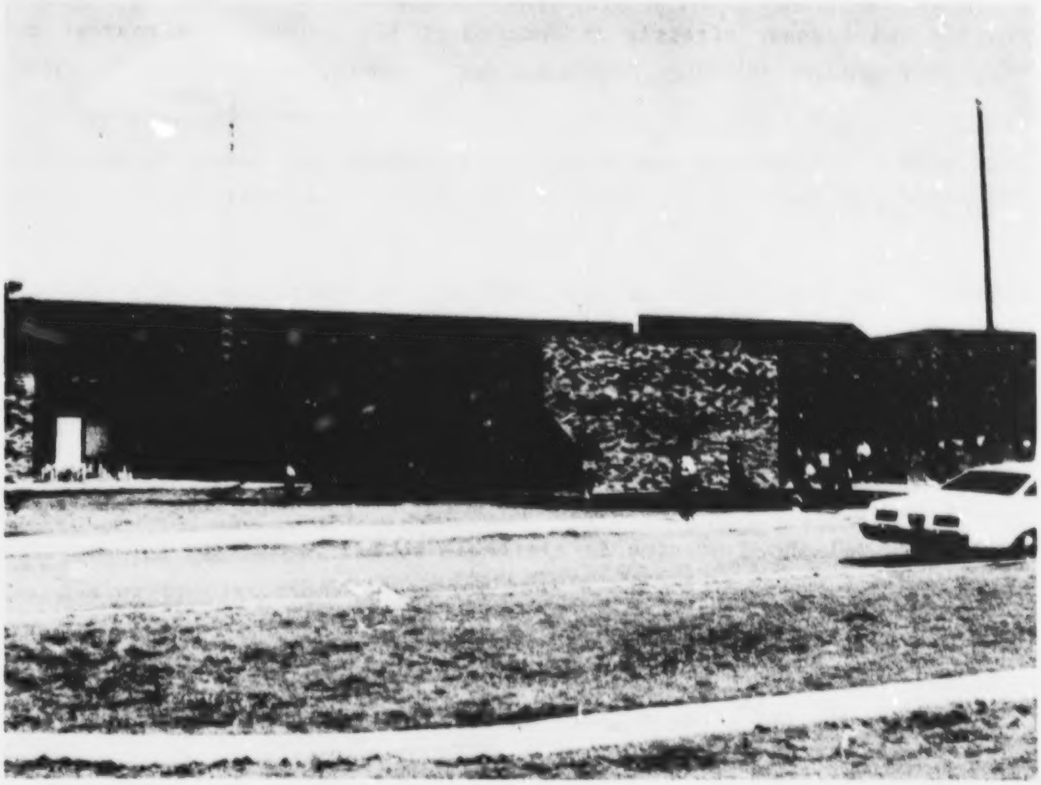
ECONOMIC DEVELOPMENT

In the past few years the Frog Lake Reserve developed an economic strategy that related directly to the development of the Cold Lake Heavy Oil Project. The band had developed the "Nistow Corporation" which aimed at getting construction contracts in the area and general road building contracts. With the postponement of construction at Cold Lake, the band had to re-evaluate this strategy. The band is examining other smaller projects in the area.

The Reserve contains seven gas wells and one oil well. When these wells are producing the band will receive royalties. Although this money is not enough to have a major impact on the local situation, but it will help create an equity base from which the band can further develop.

The band has a developing agricultural base. There are 12 families with cow-calf operations. The band farms over 648 ha (1600 acres) in oats and barley. The band Economic Development Director has indicated that a major portion of the good agricultural land is leased to non-band members.

The major employer for band members is the Band Administration itself. Few people that live on the Reserve work in the surrounding towns. The economic development director indicated that of a local work force of 300 people, the present unemployment rate would be at least 70%.



Frog Lake's Elementary and Secondary School

PHYSICAL INFRASTRUCTURE

ROADS - Frog Lake Indian Reserve has approximately 35 km of gravel and dirt roads. The main access is by secondary Road #897 which divides the two reseve areas in a north-south direction. Roads are maintained by the province.

RAILWAYS - The nearest railway depot is located in Elk Point.

AIRPORTS - The closest airstrip is located at Elk Point. The nearest commercial airport is located in Edmonton.

BUS SERVICES - The nearest bus depot for Greyhound bus lines is located in Elk Point.

UTILITIES - The band indicates that 60% of the homes haul their water to cisterns. Only 15% of the homes have running water. There is no piped in water or sewage systems. The Administration Building and nursing station have septic tanks. There is a water treatment plant located by the school which receives water from the lake. The plant has the capacity to supply the entire community with water. Most homes have electricity. Telephone service is available to all residents.

SCHOOLS - Frog Lake Reserve has one day school operated by the Department of Indian Affairs. It offers kindergarten to grade 11. In 1982 approximately 191 students were enrolled. Grade 12 students are bussed to Heinsburg.

RECREATION - Recreation facilities include a community hall, baseball diamonds, an outdoor skating rink and a rodeo field.

HEALTH FACILITIES - The closest hospital and medical facility is located in Elk Point. The nursing station on the reserve is also serviced on a regular basis by a visiting health nurse from Lloydminster.

HOUSING INVENTORY - The 1978 Imperial Oil, Socio-Economic Overview, indicated there were 89 single family dwellings on Frog Lake; 29% of which were in good condition, 48% of which needed repairs, and 23% of which needed replacement. A 1981 update by the Department of Indian Affairs estimates the Reserve has a total of 100 units.

FIRE PROTECTION - Fire protection equipment is unavailable on Frog Lake Reserve.

POLICE - The RCMP detachment from Elk Point provides police protection to the Reserve.

SENIOR CITIZEN LODGING - There is presently no special accommodation for senior citizens.

BANKING - Banking facilities are unavailable on the Reserve.

LOCAL GOVERNMENT STRUCTURE

The Reserve is governed by a chief and 6 councillors.

The Administrative staff is as follows:

Office Manager: Edna Singer

Address:
Frog Lake Indian Reserve
General Delivery
Frog Lake, Alberta
TOA 1MO

Phone: (403) 943-3737

15.10

HEART LAKE
INDIAN RESERVE
#167

LOCATION, TOPOGRAPHY AND PHYSICAL FEATURES

Heart Lake Indian Reserve #167 is located 80 km northeast of Lac La Biche in Improvement District #18. Secondary Highway #868 connects the reserve with Lac La Biche. The Reserve encompasses approximately 4,508 ha (11,100 acres) of land. The terrain is mainly wooded with the main topographical feature being Heart Lake.

HISTORICAL SYNOPSIS

The Heart Lake Band of Indians are of Chipewyan descent and are associated with the Chipewyan Indians of the Cold Lake area. They were part of the northern Chipewyan group who travelled and hunted, and as a result did not sign Treaty No. 8 until 1889.

On September 30, 1915 the Heart Lake Reserve was established. Although exact populations are unknown, it is believed that some Heart Lake Band members, who were living in the Cold Lake area, moved to the present Heart Lake Reserve. Heart Lake Reserve is now administered under Treaty No. 6.

In 1956 the entire Band, with the assistance of Indian Affairs, relocated to Imperial Mills. This location was considered to be more accessible to transportation routes and schools. This was not an acceptable situation for Band members, however, and in 1972 the people returned to Heart Lake and re-established their homes.

HISTORICAL POPULATION

The following table indicates the historical population of Heart Lake Indian Reserve for selected years from 1939 to 1982.

HISTORICAL POPULATION OF HEART LAKE INDIAN RESERVE

Year	Population
1939	46
1949	42
1959	48
1966	59
1971	80
1976	79
1977	81
1978	86
1979	89
1982	95*

Source: Department of Indian Affairs
* Source: Alberta Native Secretariat

The Band indicates that of the 95 band members in 1982, 31 lived off the Reserve.

ECONOMIC BASE

The economic base of the Heart Lake Band is directly related to the forestry and oil and gas industries. The present work force of 25 people find seasonal work in the lumbering industry. Monias Logging is virtually the only source of employment in the area. The company is actively involved in oil-field clearing and slashing, as well as winter logging on the Reserve. The director of economic development indicates that there is considerable oil and gas exploration presently taking place on and near the Heart Lake Reserve. The band presently receives an income from three producing wells.

The band is working to develop the tourism potential of the area. They have developed a 3-acre campground facility on the shores of Heart Lake.

The Reserve has very limited agricultural potential due to both the poor soil and harsh climatic conditions. Four band members have registered trap lines, but the majority of people trap, hunt and fish for domestic use only.

Heart Lake Administrative Office

PHYSICAL INFRASTRUCTURE

ROADS - The Heart Lake Indian Reserve has a total of 25 km of gravel and dirt roads. The band is presently embarking on an upgrading program to improve most local driveways. The band will also be re-gravelling over 23 km of roads in 1983.

RAILWAYS - The nearest railway depot is located in Lac La Biche.

AIRPORTS - The nearest airport is located at Lac La Biche. The nearest commercial airport is located in Edmonton.

BUS SERVICES - The nearest bus depot for Greyhound bus lines is located in Lac La Biche.

UTILITIES - All homes have running water, indoor plumbing with septic tanks, and electricity. The main water source is wells and is treated water from the Heart Lake. Alberta Government Telephones offer telephone service to all homes.

SCHOOLS - The Heart Lake Reserve's educational facility is a classroom used for kindergarten. All other students are bussed 70 km to Lac La Biche. The band has indicated that they are unhappy with this arrangement and have approached the Department of Indian Affairs to have their own school with kindergarten to grade 9.

RECREATION - The Heart Lake band members presently have no indoor recreational facilities. A baseball diamond is the only recreational facility. The band has indicated that if a school is built, it should be designed to offer indoor facilities for band members.

HOUSING INVENTORY - The band indicates that in a 1981 housing survey there were 22 Reserve homes, all of which were in good repair. The band manager indicates the 1982 total would consist of three additional units.

FIRE PROTECTION - The band has a volunteer fire force, a firehall and one pumper truck.

POLICE - The Heart Lake Reserve is policed by the R.C.M.P. detachment from Lac La Biche.

SENIOR CITIZEN HOUSING - There is presently no special accommodation for senior citizens.

BANKING - The Heart Lake Reserve has no banking facilities. The nearest banking facility is located in Lac La Biche.

LOCAL GOVERNMENT STRUCTURE

The Heart Lake Band is governed by a chief and two councillors.

The Administrative staff is as follows:

Office Manager: Ray Mercer

Address: Heart Lake Band Office
Box 447
Lac La Biche, Alberta
TOA 2CO

Phone: (403) 623-2130 or 623-2146

JANVIER INDIAN RESERVE
#194
AND
HAMLET

LOCATION AND ACCESS

The community of Janvier is located approximately 100 km southeast of Fort McMurray in Improvement District #18. The community discussed in this profile includes Janvier Indian Reserve #194 and the Metis settlement on the northern border, just outside of the Reserve. Janvier is accessible via rail from Fort McMurray, Lac La Biche, or by air.

The Janvier Reserve area is approximately 4,034 acres (1,633 ha) in size.

HISTORICAL SYNOPSIS

Louison, Pierre and Paul Janvier and their families were part of a Band of Indians who travelled and hunted over western Saskatchewan and eastern Alberta. These people established their base camp at Bohn Lake and were classified as Treaty 8 Indians.

After the signing of Treaty 8, the Indian people of the Ft. McMurray area were not in a rush to have reserve areas surveyed and allocated because few white settlers had shown interest in obtaining land in the area. By 1911, oil exploration began and the Department of Indian Affairs made preparations to survey Indian lands. While surveying the Reserve at Gregoire Lake in 1915, the Treaty Inspector was approached by the Janvier family to survey their land. Unprepared for the journey to the site chosen by the Band, the Inspector suggested that the survey be done in the following year. He provided the Indian people with notices warning squatters and potential homesteaders that the Indian people would be provided with a Reserve of about 5 sq. miles. Surveys were delayed each year and the Indian people became extremely aggravated that their promised land had not been surveyed. Finally in 1922, the Janvier Reserve was surveyed in the vicinity of Bohn and Cowpar Lakes, as chosen by the Indian people.

HISTORICAL POPULATION

Population totals for both the Janvier Reserve and the North Settlement are difficult to ascertain. The following table indicates the total band population of the Janvier Indian Reserve as well as approximations of residents living off the Reserve. It has been recently estimated by Indian Affairs that approximately 30% of the total band population are living off the Reserve at any given time to pursue educational or employment opportunities.

The following table does not include the north settlement Metis population of approximately 160 in 1982.

HISTORICAL BAND POPULATION OF JANVIER

Year	Total Population
1939	54
1949	84
1959	126
1966	158
1971	200
1976	215
1977	218
1978	225
1979	229
1982	267*

Source: Department of Indian Affairs

* Source: Alberta Native Secretariat

ECONOMIC BASE

The Janvier Indian Reserve has a limited economic base. Little potential is seen to exist in the natural resource based industries, with the exception of oil and gas. Due to the isolation of the community and the relative inaccessibility of off-reserve commerce and development, the Band members have not shared in the economic activities of the north-eastern Alberta region. High school grades are unavailable in Janvier, forcing students to move to Fort McMurray or Edmonton to complete their secondary school education. Very few students graduate and as a result, secondary and post-secondary skill levels are very low.

Hunting and trapping have been traditional occupations of most band members and this occupation continues to contribute to the economic livelihood of Janvier residents. Some fishing is done out of Bohn Lake but the fish caught are for domestic use only. The forested areas of the reserve are used only for on-reserve purposes. A saw mill is located east of the central Reserve area, on the road to Bohn Lake. The mill offers some seasonal employment.

Agriculture is restricted in the Janvier area due to weaterh and soil conditions and adverse topography. A few potential sites are available for the development of market gardens. Farming on this scale would provide only limited employment opportunities.

Most of the above mentioned activities cannot provide full-time employment. This contributes to the high levels of unemployment in the Janvier community. The 1977 NIB/DIAND Socio-Economic Study prepared by the Indian Association of Alberta in March 1977, indicates that Janvier regularly has an unemployment rate of 90%. The Department of Indian Affairs indicated that in the fall of 1982, the Alberta Opportunity Corps. and oil and gas activities in the area helped to reduce the unemployment rate in the Janvier community.

PHYSICAL INFRASTRUCTURE

ROADS - Janvier is an isolated community with no road access. Within the Janvier area, there is an internal, all-weather gravel road connecting the community of Janvier to Chard. There is a main access road connecting the Reserve to the North Settlement and to the core area. A 6 km road connects the Reserve to the railway.

RAILWAYS - The Canadian National Railway has a line from Lac La Biche to Fort McMurray which stops in Chard, 6 km from the Reserve. This line is used primarily for freight services although it does offer limited passenger service.

AIRPORTS - Janvier has a 1220 meter, gravel, all-weather airstrip.

BUS SERVICES - The closest bus depots are located in Lac La Biche and Fort McMurray.

UTILITIES - The 1979 Janiver Community Development Study indicates that water in the Janvier community is obtained primarily from wells and the Christina River. The school, administrative office and trailer homes in the school complex have piped in water from the Christiana River with a 600,000 gallon storage reservoir. Sewage disposal is through a sewage lagoon in the area. Power is obtained from diesel fuelled generators, provided by Alberta Power. The remaining homes on the Reserve and in the North Settlement have outdoor privies. Most homes in the community are heated by wood, although the school complex and teacherages use oil.

SCHOOLS - Northland School Division operates one school in Janvier, offering grades 1 to 8. This is located in the central area of the Reserve. In 1982, the school reported a total student enrollment of 32. High school students must leave the community in order to obtain a high school education in either Fort McMurray or Edmonton.

RECREATION - Recreation facilities at Janvier include the school gym and an outdoor skating and hockey rink.

HEALTH FACILITIES - The closest medical facilities are located in Fort McMurray and Lac La Biche. The community has a public health clinic, operated by Health & Welfare Canada. A nurse visits once a week.

HOUSING INVENTORY - According to the 1979 Janvier Community Development Study prepared by Stanley Engineering, the Janvier Indian Reserve has 26 single family homes with this total including trailers occupied by teaching staff. The North Settlement has approximately 22 single family units, with 4 of these homes located within Reserve boundaries. Two-thirds of the Reserve homes were in good condition. The 22 homes in the North Settlement are reported to be in poorer condition than the Reserve homes.

Note: A new townsite called Janvier South is being developed just south of the Reserve at the existing Chard post office location. There are a number of buildings already in existence at the site. Four new homes were built at Janvier South in 1981-82.

FIRE PROTECTION - There is no fire protection equipment or services available to the community of Janvier.

POLICE - The community of Janvier is served by the RCMP detachment out of Fort McMurray.

SENIOR CITIZEN LODGING - There is no special accommodation available for senior citizens at Janvier.

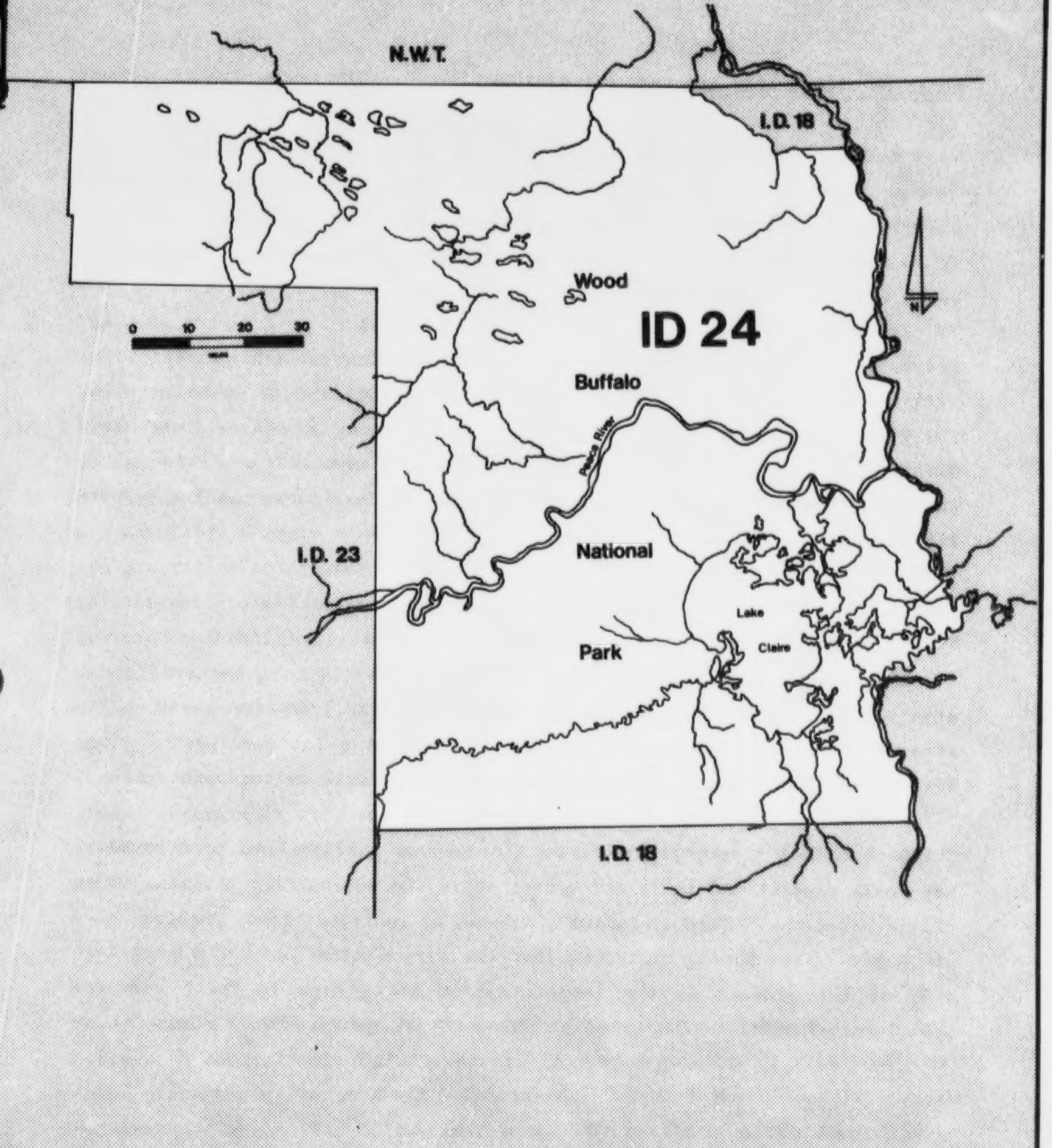
BANKING FACILITIES - Banking facilities are unavailable in the community.

LOCAL GOVERNMENT STRUCTURE

The Reserve is governed by a chief and two councillors. The Janvier South community is outside the Reserve boundary and is being developed by the Improvement District #18 and Municipal Affairs.

Address: Janvier Band
General Delivery
Chard, Alberta
TOA OSO

IMPROVEMENT DISTRICT
#24
WOOD BUFFALO NATIONAL PARK


N.W.T.
I.D. 18
Wood
ID 24
0
10
20
30
Buffalo
Peace River
National
I.D. 23
Lake
Claire
Park
I.D. 18
N

LOCATION, TOPOGRAPHY AND PHYSICAL FEATURES

Wood Buffalo National Park (Improvement District #24) is located in the extreme northeast section of Alberta. The I.D. contains 3600 sq. miles (5,793 sq. km) of the National Park, which extends into the N.W.T. The area is bounded to the north by the N.W.T., to the west by I.D. #23, and to the south and east by I.D. #18.

The Park was established in 1922 and enlarged to its present size in 1926. It is one of the world's largest parks, covering an area of 44,807 sq. km. The topography of the park is diverse. The Peace, Athabasca, and Slave Rivers, together with Lake Claire, form an impressive delta. This delta, one of the largest freshwater deltas in the world, has formed at the western end of Lake Athabasca.

The Slave River and the Athabasca River form part of the eastern boundary of the Park. The Peace River meanders diagonally through the Park leaving flood plains, narrow lakes, and muskeg areas. The Salt Plains are in the area of the Slave River Lowlands. They are flat, open areas of salty streams and springs which originate at the base of a low escarpment. This area offers a unique Canadian landscape, abundant with salt-adapted plants.

The Caribou and Birch uplands, near the western and southern park boundaries, have elevations rising 420 meters above the surrounding plains. These plains cover the "Alberta Plateau", an area of poorly drained, shallow lakes and bogs. Parks Canada indicates that the gypsum karst area on the eastern side of the plateau is the largest gypsum karst area in North America. Areas of forest in the Park consist primarily of spruce forest cover.

POPULATION CHARACTERISTICS

There are three settlements of Indian people within the Park boundaries, each with related land claims. Jurisdictional problems exist, with authority divided between Parks Canada, the Province of Alberta, and the Department of Indian Affairs.

The Cree Indian Band of Fort Chipewyan is making a total land claim involving approximately 155,000 acres (62,753 ha) of land. One claim at Peace Point involves 19,013 acres (7,697 ha) while the second claim at Embarras River involves 22,967 acres (9,298 ha). Parks Canada indicates that approximately 10 families (40-50 people) live at Peace Point. Another area involving Native land claims is the settlement at Garden River (Garden Creek), located 12 km inside the western park boundary. Although the houses are classified as trapper's cabins, thereby recognizing the settlement under Wood Buffalo Park Game Regulations, it may be considered a permanent community. A substantial number of residents, primarily from the Little Red River Band, live there. A park boundary change has been proposed so that the Garden River community will no longer be within the park.

The Park also has sixteen privately owned cottages on Pine Lake with leases about to expire in 1983 and 1984. Leases are held mainly by Ft. Smith residents and a policy for dealing with these leases is presently being developed.

PARK RESOURCES

Wood Buffalo National Park was originally developed to establish a site for preserving natural Wood Buffalo herds. A varied program of management has taken place since the park was established. The Park Management focuses on research and monitoring of the herd size. Counts have varied from 8253 in 1971 to 4627 in 1980.

Although the park was not established for any purpose other than the above, extenuating circumstances have raised other issues. Swanson Lumber Company, for example, holds 216 sq. miles (342 sq. km) of timber leases within the Park boundary. This type of activity is in violation of National Parks Policy, but the logging industry provides some winter employment for Garden River residents who live within the Park boundaries.

Hunting, fishing and trapping privileges (excluding buffalo) were granted to the original residents of the park area and have been passed down to their descendents. No commercial fishing is permitted. There is a protected species list for the park which includes whooping cranes.

Studies are currently underway to examine the feasibility of damming the Slave River for hydro-electric power at a location downstream from the park. Parks Canada is concerned about the environment and social impacts of such a project on the park and the region.

The Park has not been developed to accommodate large numbers of tourists. Recreational activities such as swimming, boating and camping are presently focussed in the Pine Lake Recreation area. The only semi-serviceable campground in the park consists of 36 camping sites, a swimming beach, a picnic area, a boat dock, and an interpretive theatre. This is located on the west side of Pine Lake. Limited road access presently restricts tourism in Wood Buffalo Park. Most parts of the park are accessible only by boat, hiking trails, and dog teams. There is some concern that although an additional road through the park would encourage the development of tourism, road construction and maintenance would seriously disrupt wildlife patterns, natural drainage systems and the natural environment. A public participation planning process is taking place to examine some of the usage questions for the future.

The Park provides employment for approximately 25 people. The Park Administrative centre is located at Fort Smith, with a small office at Fort Chipewyan.

Salt Flats at Grosbeak Lake in Wood Buffalo Park

PHYSICAL INFRASTRUCTURE

ROADS/ACCESS - Wood Buffalo Park does not have a well-developed road system through the park and many areas are virtually inaccessible. Available road systems include the following:

1. Highway #5, which is an all-weather gravel road connecting Fort Smith to the MacKenzie Highway and Hay River.
2. Parsons Lake Road, which is a fair weather dirt road between Highway #5 and the west side of the Loop Road.
3. Loop Road, which is a triangular road system connecting Fort Smith, Peace Point and Carlson's Landing.

4. A winter road from Carlson's Landing (the Loop Road) to Fort Chipewyan. This road opens approximately December 15th and usually closes in the first week of April.

5. Over 50 km of hiking trails.

RAILWAY - Railway services are unavailable in Wood Buffalo National Park.

AIRPORTS - Aircraft in the Park is used only by Park staff and trappers unless otherwise authorized by the Park Superintendent. The only landing strip in the Park is the 5000 ft. (1503 m) grass airstrip at Garden River Settlement.

UTILITIES - Utility services are unavailable in the Park.

FIRE PROTECTION - Fire control is provided by Parks Canada, through a fire control office. This is part of the Resource Conservation (warden) activity.

PARK ADMINISTRATION

Address:
The Superintendent
Wood Buffalo National Park
Box 750
Fort Smith, N.W.T.
XOE OPO

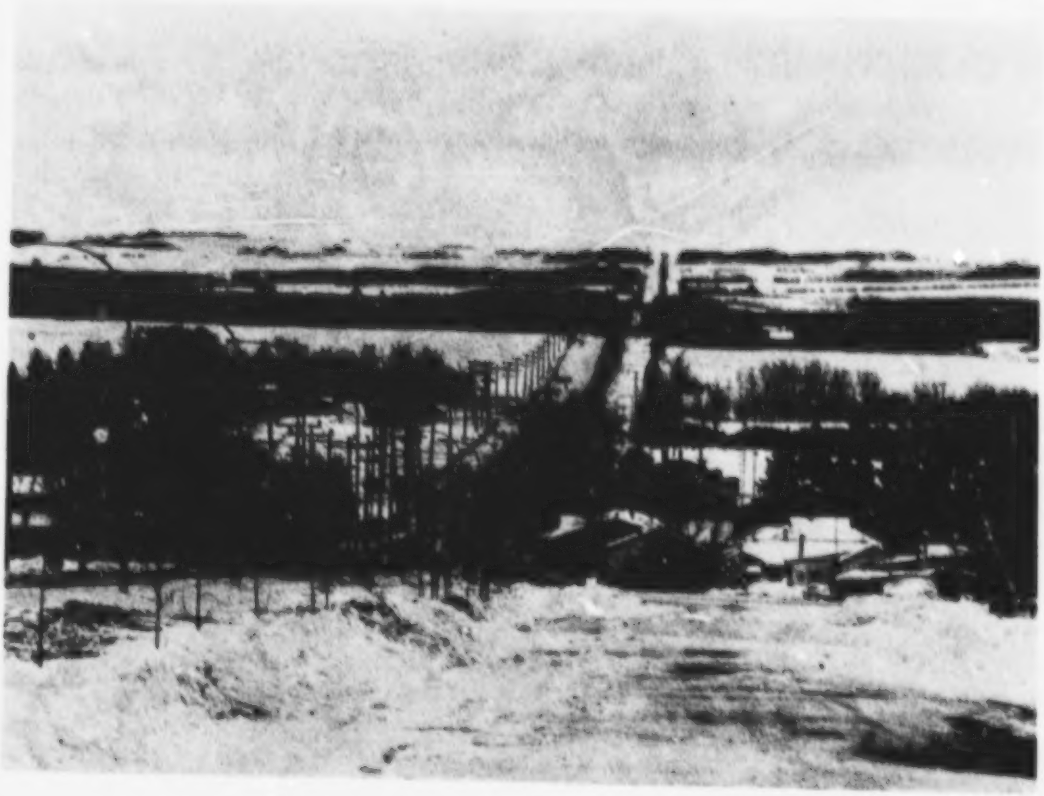
Phone: (403) 872-2349

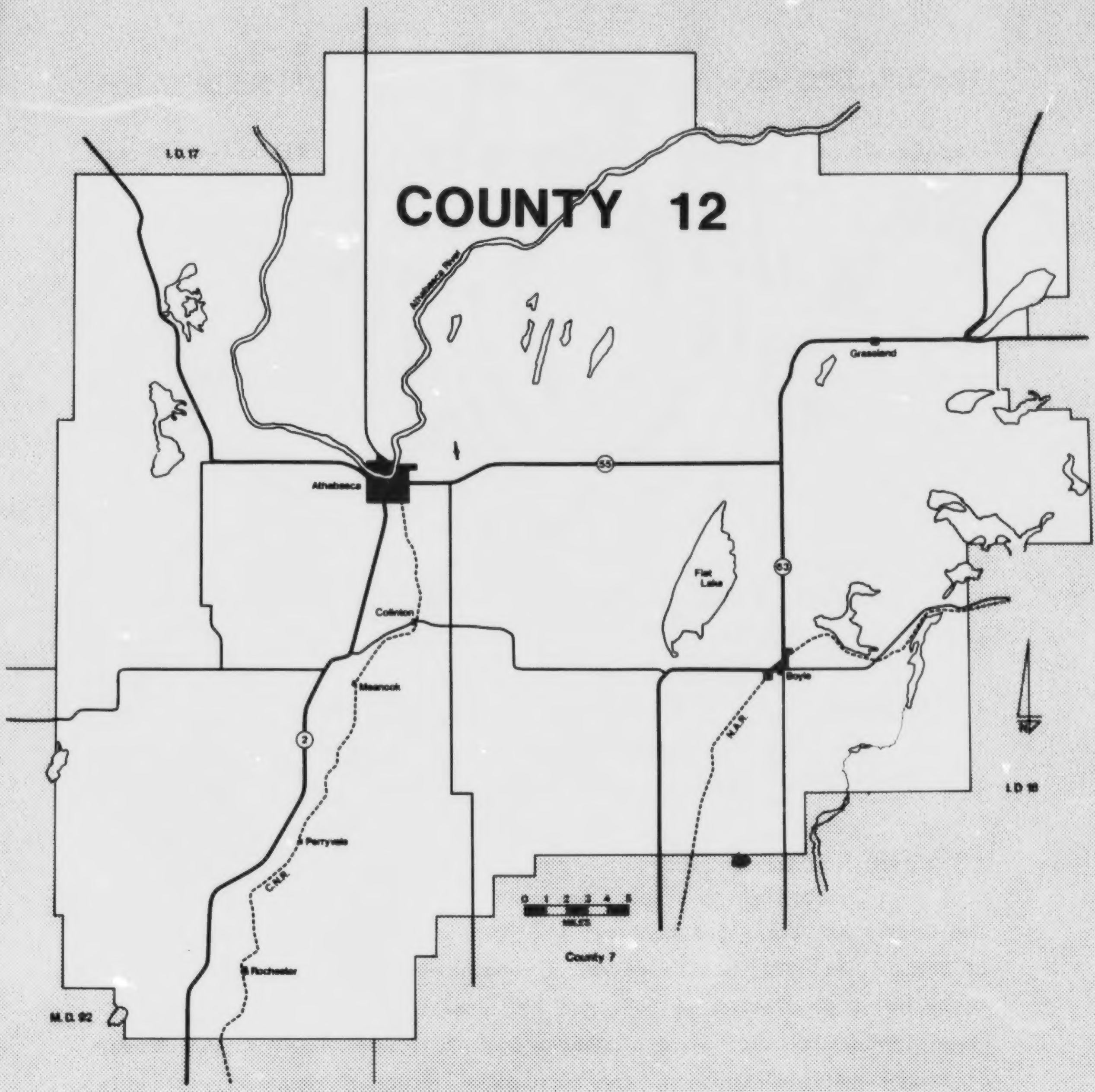
or

Parks Canada
Ottawa, Ontario
K1A 1G2

Phone: (613) 997-0088

ATHABASCA COUNTY #12




COUNTY 12
I.D. 17
Athabasca River
Athabasca
55
Grassland
Flat Lake
63
Colinton
Meanook
Boyle
N.A.R.
2
Perryvale
C.N.R.
Rochester
M.D. 92
I.D 18
0 1 2 3 4 5
MILES
County 7
N

LOCATION, TOPOGRAPHY, AND PHYSICAL FEATURES

The County of Athabasca #12 is located in central Alberta. It is bounded to the north by Improvement District #17, to the east by Improvement District #18, to the south by Municipal District #92 and County #7, and to the west by M.D. #92 and I.D. #17.

The County covers approximately 2400 sq. miles (3862 sq. km). The Athabasca River is the major topographical feature in the county, with the Town of Athabasca situated on its banks.

Forest fires and extensive clearing for agriculture have reduced the forest cover in the County. The remaining forests include white spruce, aspen, pine, birch, black spruce and tamarack. Although forestry is no longer a major industry in the County, the stands of white spruce have commercial value.

The major water system in the County is the Athabasca River and its tributaries. Important lakes include Baptiste Lake, Island Lake, Flat Lake, Charron Lake, Skeleton Lake and Amisk Lake.

POPULATION CHARACTERISTICS

The County has two major centres; the Town of Athabasca and the Village of Boyle. In 1982, Athabasca had a population of approximately 1,731, Boyle had a population of 668, and the remainder of the County, 5,974 (Municipal Affairs). When Athabasca University relocates to the Town of Athabasca from Edmonton, the population of the Town is expected to increase by about 800. The County office has indicated that the college will be operational in Athabasca by the spring of 1984. The County has generally experienced slow growth in the past.

HISTORICAL POPULATION

The following table indicates the historical population for selected years from 1956 to 1982.

HISTORICAL POPULATION FOR ATHABASCA COUNTY #12

Year	Population
1956	8,964
1961	8,625
1966	8,135
1971	7,836
1976	7,741
1978	7,860
1979	7,896
1980	7,903
1981	7,896
1982	8,373

Source: Alberta Municipal Affairs

Note: Figures include incorporated towns and villages

ECONOMIC ACTIVITIES AND TRENDS

The economy of the County of Athabasca has been based on agriculture with the Town of Athabasca being the main farm service centre. In recent years gas exploration and tourism have also contributed to the economy of the area. Management plans are being developed for Baptiste and Skeleton Lakes in anticipation of an increase in tourism in the region.

According to the 1976 Alberta Census of Agriculture, Athabasca County has a total farm area of 623,967 acres (252,618 ha) with 371,348 acres (150,343 ha) of improved land. The average farm consists of 593 acres (240 ha). With farm consolidation occurring in the County, the average farm size is expected to increase to approximately 700 acres (283 ha) in the next ten years. Major crops planted included barley, oats and wheat.

Extensive gas exploration has recently taken place in the County. The establishment of several corporate offices in Athabasca has had a positive effect on the economy of the region. Nova opened a regional office in 1975 and since then several other companies have followed. Vast deposits of natural gas and oil in tar sands exist north of Athabasca, between Fort McMurray and Wabasca. As development of these resources occurs, significant growth is expected in the Town of Athabasca.

High quality gravel and clay deposits lie in Athabasca County. Some coal deposits are also known but have not been developed to date.
The forestry industry was once an important aspect of the economy of the area. It has decreased in importance since most of the productive forest stands have been cleared for agricultural use, or burned by forest fires. Presently the County has a number of small lumber mills, operated by local farmers on a part-time basis.

PHYSICAL INFRASTRUCTURE

ROADS - Major highways in Athabasca County #12 consist of primary Highways #2, #55 and #63. Secondary Roads include #812, #813, #827 and #663.

RAILWAYS - The Canadian National Railway provides rail services to the Town of Athabasca, the northern terminus of this line. Another CNR line passes through the southeastern part of the County and continues through Boyle to Lac La Biche.

AIRPORTS - There is one airport in the County, located in the Town of Athabasca. This is a 912 meter (3000 ft.) paved and lighted, all-weather runway. The closest commercial airport is located in Edmonton.

UTILITIES - The County receives utility services from Calgary Power Ltd., Plains Western Gas, and Alberta Government Telephones. The county operated its own gas service at one time but has sold it to ICG-Plains Western Gas.

FIRE PROTECTION - The County of Athabasca has equipped the Town of Athabasca and the Village of Boyle each with a pumper truck. The County has an agreement with the Boyle Fire Department to provide services within a 15-mile radius of Boyle.

COMMUNICATION - Radio and television stations received in the County are the same as those received in Edmonton. The Town of Athabasca has a local newspaper - The Athabasca Echo. Cable service is also available in the Town of Athabasca.

MUNICIPAL GOVERNMENT

The County is governed by a Reeve, a Deputy Reeve and 7 councillors.

The Administrative staff is as follows:

Secretary-Treasurer: Mr. S.L. Bemount

Address:
Athabasca County #12
Box 540
Athabasca, Alberta
TOG OBO

Phone: (403) 675-2273

FINANCIAL DATA

The total General Operating Revenue for County #12 for the fiscal year ending December 31, 1980 was $6,141,505. The Total Expenditure for the same period was $5,959,288.

HAMLETS

COLINTON - Colinton, with a 1979 population of 126, is located 15 km south of Athabasca and east of Highway #2 on Secondary Road #663. Recreation facilities include a skating rink, a curling rink and a baseball diamond. The hamlet has an 18-member volunteer fire department and one pumper truck. There is a piped water and sewage system. A post office is also located in Colinton.

ROCHESTER - Rochester, with a 1979 population of 95, is located 40 km south of Athabasca via Highway #2 and Secondary Road #661. There is one school in the hamlet under the County of Athabasca #12 School Division. The school offers kindergarten to grade 9 and had a 1981-82 enrollment of 148. Facilities include a curling rink, a skating rink, a post office and baseball diamonds. The hamlet has a volunteer fire department and one pumper truck. The water supply is from individual wells and sewage disposal is through septic tanks. A sewage system is to be completed in the spring of 1982.

GRASSLAND - Grassland, with a 1979 population of 81, is located 40 km east of Athabasca on primary Highway #55. The hamlet has a volunteer fire department and one pumper truck. There is a piped water and sewage system. There is a post office in Grassland and one school under the County of Athabasca #12 School Division. The school offers kindergarten to grade 12 and had a 1981-82 enrollment of 223.

MEANOOK - Meanook, with a 1982 population of 20, is located approximately 18 km south of Athabasca and east of Highway #2. The hamlet is small with few facilities.

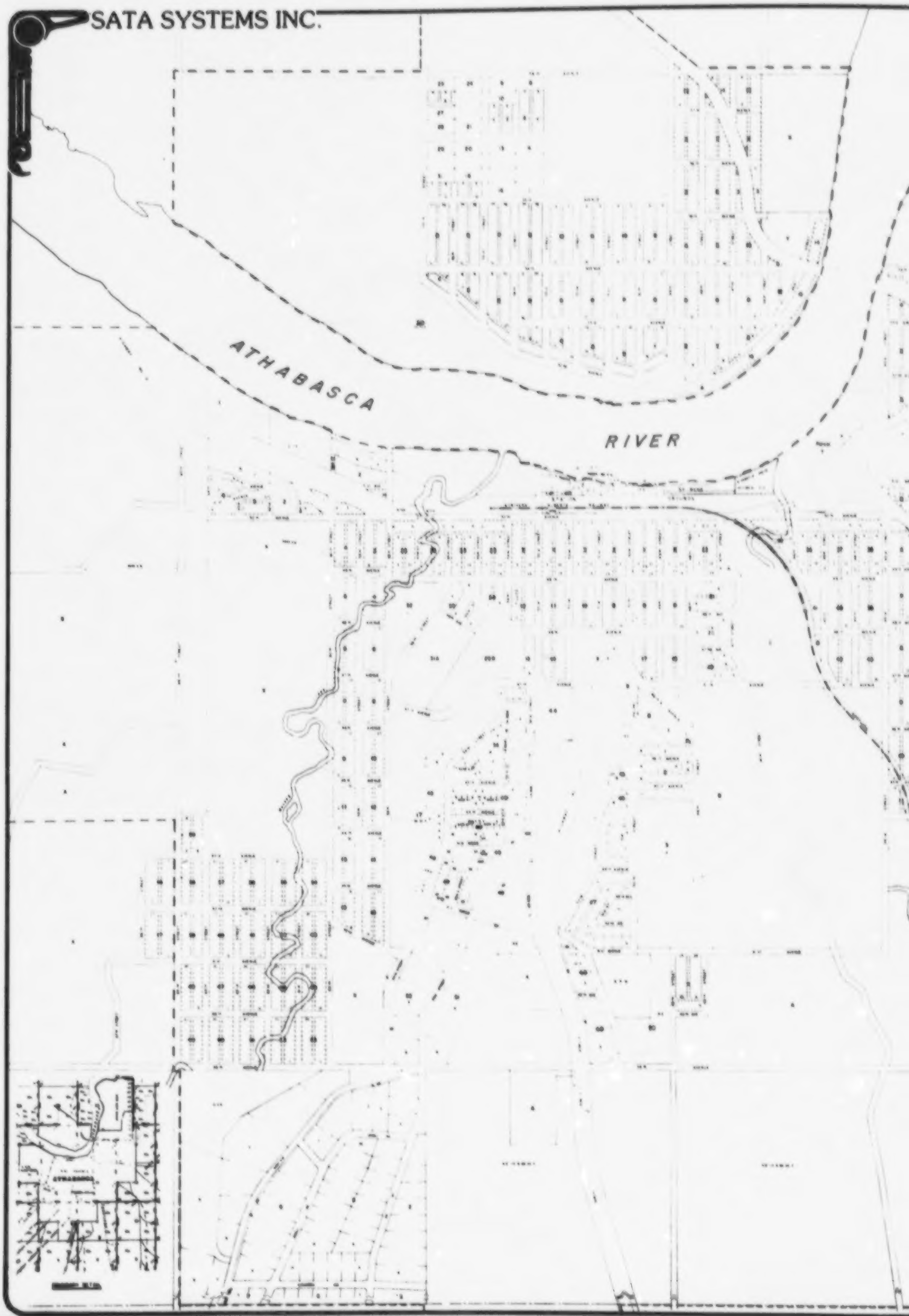
PERRYVALE - Perryvale, with a 1982 population of 20, is located south of Athabasca and east of Highway #2. There is a post office in the hamlet.

17.2

TOWN
OF
ATHABASCA

TOWN
OF
ATHABASCA

SATA SYSTEMS INC.


ATHABASCA
RIVER

ATHABASCA

Alberta
MUNICIPAL AFFAIRS

HISTORICAL POPULATION OF ATHABASCA

Year	Population
1921	425
1931	573
1941	578
1951	1068
1956	1293
1961	1487
1966	1551
1971	1765
1976	1733
1977	1759
1978	1838
1979	1878
1980	1846
1981	1707
1982	1731

Source: Alberta Municipal Affairs

ECONOMIC BASE

The Town of Athabasca is the primary service and administrative centre for Athabasca County #12, serving a trading area of approximately 15,000 sq. mi. (24,140 sq. km) and a trading population of 10,600.

Athabasca remains an important agricultural service centre; seven grain elevators and four farm equipment and supply dealerships operate in the Town. Athabasca is becoming a headquarters for companies involved in natural gas explorations and developments. Nova established a regional office in Athabasca in 1975 and since then several other companies have followed.

The relocation of Athabasca University from Edmonton to Athabasca is expected to have a significant impact on the Town's economy. Relocation of the University should create approximately 300 new jobs, with the Town's population increasing by 800. The construction of the university and the expansion of the Town's infrastructure to accommodate the influx of new residents is expected to boost local construction and service industries.

Main Street of Athabasca

TOURIST ATTRACTIONS AND SERVICES

The area surrounding Athabasca offers beaches, swimming, hunting, fishing, boating, and camping facilities. In winter there are opportunities for cross-country skiing, and ice fishing. Provincial Parks in the area are at Calling Lake, Cross Lake, Lawrence Lake, and Long Lake. The Kinnoull Park & Museum at Colinton, 13 km south of Athabasca, is under construction and will be an attraction when it is completed in late fall of 1982. Baptiste Lake County Beach is located only 20 km from Athabasca.

Annual events in Athabasca include a music festival in April, a country fair and rodeo in August, and a trail ride in September. Places of interest in the Town are the museum and historic buildings such as the Anglican Church and Mission School.

Accommodations are provided by six hotel/motels totalling 112 units.

PHYSICAL INFRASTRUCTURE

ROADS- The main access roads, Highways #2 and #55 are paved. The Town's internal roads are mainly paved.

RAILWAYS - The Canadian National Railways offers a freight handling service three times weekly from Athabasca.

AIRPORTS - Athabasca Municipal Airport, 5 km northeast of Town, has a 912 meter all-weather paved and lighted runway. The closest commercial airport is located in Edmonton.

BUS SERVICES - Greyhound Bus Lines provides Athabasca with commercial transportation. There are three buses daily from Edmonton, two each way from Fort McMurray and one each way from Slave Lake.

UTILITIES - Calgary Power Ltd. provides residential and commercial electricity to the town of Athabasca. The homes are heated by natural gas which is piped to Athabasca by I.C.E. Utilities. Telephone service in Athabasca is provided by Alberta Government Telephones.

SCHOOLS - In Athabasca children in kindergarten to grade 6 attend Athabasca Elementary. Students in grades 7 to 12 attend Edwin Parr Composite High School. Athabasca Elementary had an enrollment of 564 in 1981-82. Edwin Parr had a total enrollment of 631 students, 303 in Junior High and 328 in Senior High. The schools are under the Athabasca School Division #12.

RECREATIONAL - The Town of Athabasca offers a variety of recreational activities and facilities. There is a large indoor swimming pool, a nine hole golf course, tennis courts, baseball diamonds, curling and hockey arenas, dancing, an art club, and a ceramics club.

HEALTH FACILITIES - Construction began on a new hospital for Athabasca in the fall of 1982. The hospital will include 50 beds and should be completed by 1985. The Town's medical staff includes four doctors and two dentists. There is one nursing home in Athabasca. The Public Health Unit's head office for the area is located in Athabasca and contains an eighteen-member staff. Athabasca also has its own ground ambulance service.

SOCIAL HOUSING - Social housing units are unavailable in Athabasca.

HOUSING INVENTORY - The following table indicates the number of dwelling units in Athabasca by type.

LLING UNITS BY TYPE

(Source: Town of Athabasca Census 1980)

Dwelling	Number	Percentage
Single Family Homes	453	67.1
Apartment Suites	75	11.1
Duplex Units	57	8.4
Mobile Homes	32	4.7
Townhouses	24	3.6
Business Suite	23	3.4
Other	11	1.7
Total	675	100.0%

FIRE PROTECTION - Athabasca has a fire brigade of 16 volunteers and three fire trucks. The brigade provides protection to the Town and to some of the populated centres in the County, through an agreement with the County.

POLICE - The Town is served by a detachment of six R.C.M.P. officers.

SENIOR CITIZEN'S LODGING - Accommodations for seniors are available at the Pleasant Valley Lodge.

BANKING FACILITIES - Banking institutions in Athabasca include the Bank of Nova Scotia, Treasury Branch, Barrhead Credit Union, and the Canadian Imperial Bank of Commerce.

MUNICIPAL GOVERNMENT

Athabasca was incorporated as a Town on September 19, 1911. The Town is governed by a mayor and 6 councillors.

The Administrative staff is as follows:

Administrator: Cliff Sawatzky

Address: Box 450
Athabasca, Alberta
TOG OBO

Phone: (403) 675-2063

FINANCIAL DATA

The total General Operating Revenue for the Town of Athabasca for the fiscal year ending December 31, 1981 was $1,310,251. The total expenditure for the same period was $1,240,831.

ATHABASCA DIRECTORY OF GOVERNMENT AGENCIES

PROVINCIAL GOVERNMENT

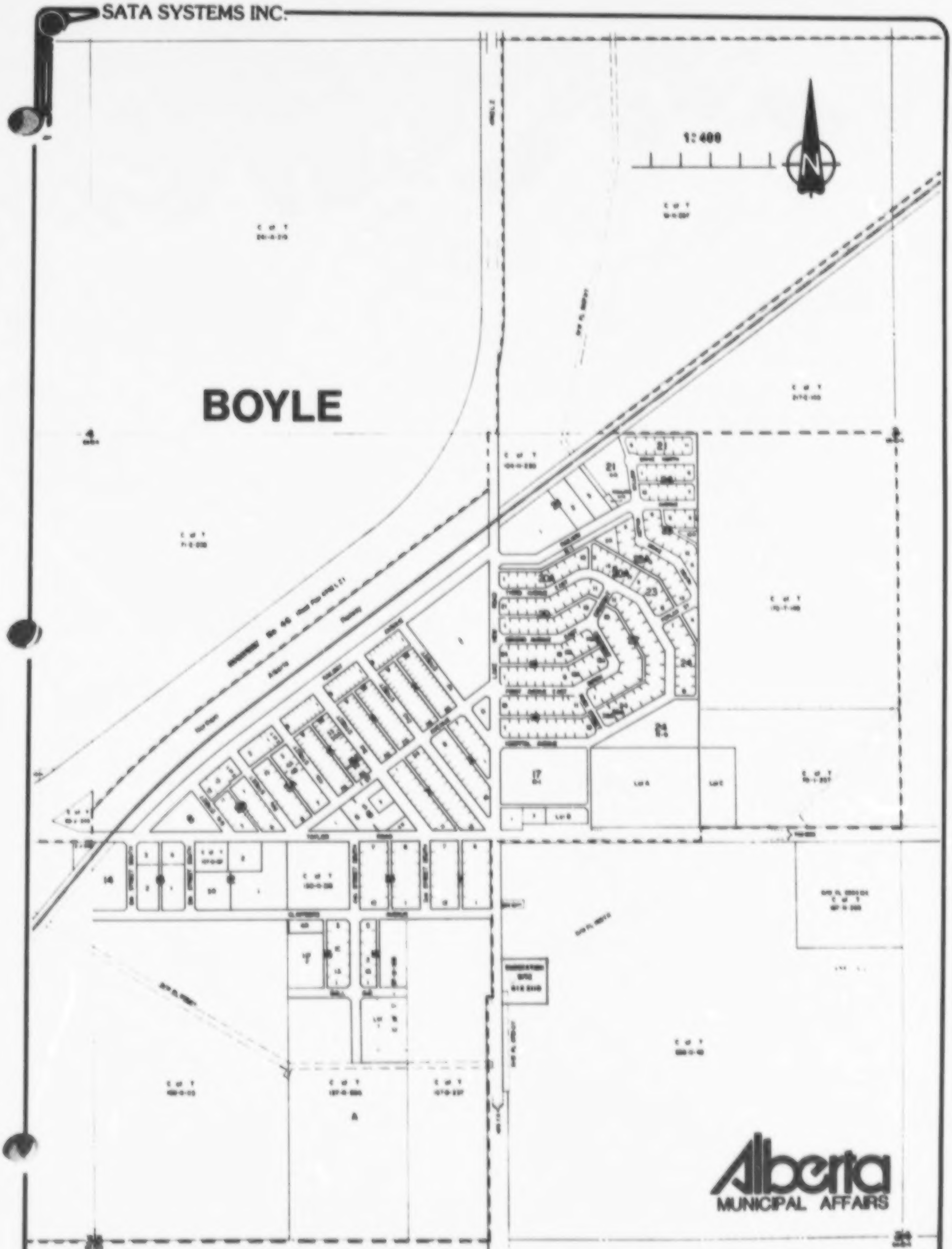
ALBERTA AGRICULTURE	Phone: 675-2252
ATTORNEY GENERAL	
Medical Examiner	Phone: 675-2211
Provincial Clerk	Phone: 675-2358
ENERGY & NATURAL RESOURCES	
Fish & Wildlife Division	Phone: 675-2419
Lands Division	Phone: 675-4277
GOVERNMENT SERVICES	
Operating & Maintenance	Phone: 675-2016

SOCIAL SERVICES & COMMUNITY HEALTH	
Mental Health Services	Phone: 675-2243
District Office	
SOLICITOR GENERAL	
Community Corrections Branch	Phone: 675-5125
Driver Examiner	
TRANSPORTATION	
Regional Transportation Services	Phone: 675-2680
TREASURY	Phone: 675-2258

FEDERAL GOVERNMENT

AGRICULTURE	
Food Production & Inspection Branch	Phone: 675-2129
Veterinary Inspection Operations	
POST OFFICE	Phone: 675-2764

VILLAGE
OF
BOYLE


BOYLE
1:400
N
4
21
23
24
17
Lot A
Lot C
14
7
A
Alberta
MUNICIPAL AFFAIRS

LOCATION AND ACCESS

The Village of Boyle is located on Highway #63 in County #12. Boyle is 160 km northeast of Edmonton and approximately 50 km southeast of Athabasca.

HISTORICAL SYNOPSIS

The first settlers began moving into the community now known as Boyle, in the early 1900's. The area was first established as a farming community and subsequently grew into a major grain shipping point for western Canada. The Village received its name after the late John R. Boyle, a former Alberta Minister of Education and Honourable Justice with the Supreme Court of Alberta. He precipitated a debate in 1910 which exposed the Alberta Great Waterways scandal and led to the resignation of Premier A. C. Rutherford.

HISTORICAL POPULATION

The following table represents the historical population of Boyle for selected years from 1954 to 1982.

HISTORICAL POPULATION OF BOYLE

Year	Population
1954	348
1961	341
1966	427
1971	498
1977	603
1978	616
1979	612
1980	651
1981	644
1982	668

Source: Alberta Municipal Affairs

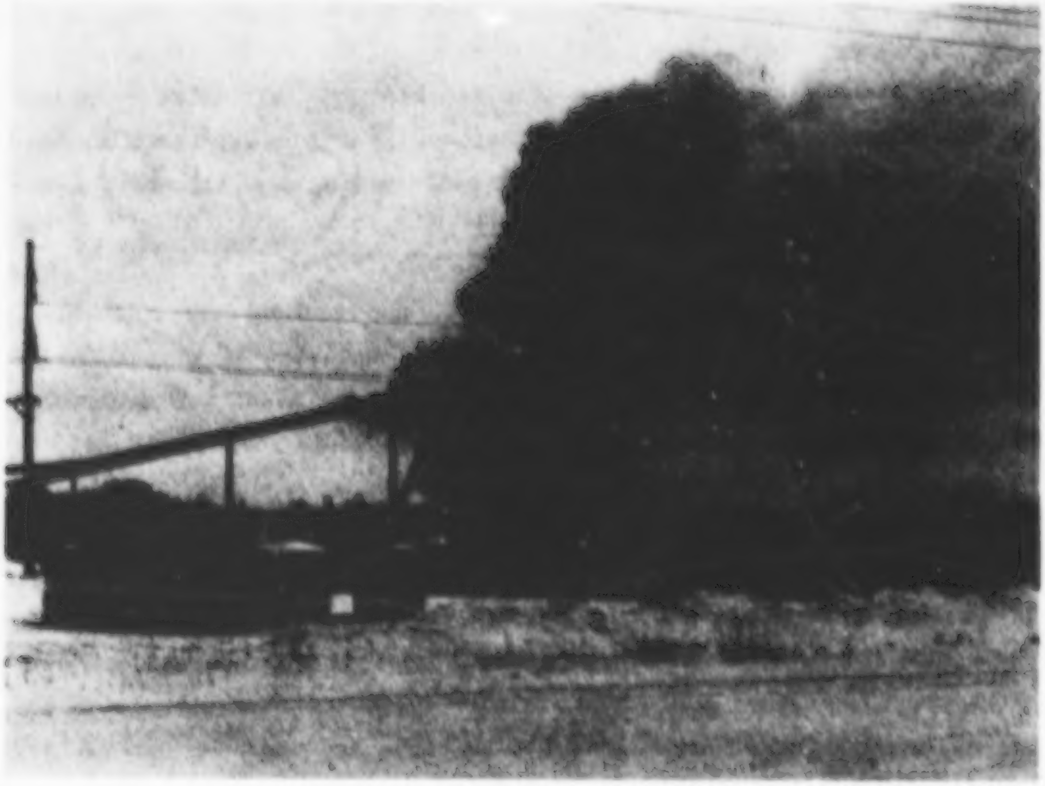
ECONOMIC BASE

The area around Boyle is an area of mixed farming. Agriculture remains an important component of Boyle's economy. Major crops grown include wheat, barley and canola. Dairy and beef farming are important agricultural activities in the area as well.

Major plants and industries in the Village include the following: Pelican Spruce Mills, a large planing mill employing approximately 35 people; Boyle Alfalfa Farms, a forage processing plant providing seasonal employment for approximately 15-20 people between June and December; a seed cleaning plant; and, the grain handling and storage facilities of Alberta Wheat Pool and United Grain Growers.

Boyle has a small retail and service industry which provides some employment for the local labour force. Medical and educational services provide further employment. Boyle residents also commute to the larger communities of Athabasca, Lac La Biche and Edmonton for various services.

There is some oil and gas in the Boyle area but this industry does not presently play an important role in the economy of the area. It is expected that Boyle's economic stability and size will remain unchanged until oil and gas developments occur. The relocation of the Athabasca University to Athabasca may slightly affect residential growth in Boyle.



Pelican Spruce Lumber Mill in Boyle

TOURIST ATTRACTIONS AND SERVICES

Outdoor activities and sports make Boyle an excellent tourist area in both summer and winter. Fishing, swimming, boating, camping, cross-country skiing and downhill skiing are all available.

The village has many popular annual events. For example, the February Winter Carnival; Fiesta Days during the second weekend in July; and the Boyle and District Agricultural Society Rodeo. These events feature a parade, pancake breakfast, beerfest, kiddie rides, ball games and a rodeo.

Within the vicinity of Boyle, there are a number of good campgrounds and parks; Skeleton Lake (10 km east), North Buck Lake (22 km east), Long Lake Provincial Park (17 km south), and the Boyle Campground (7 km west). Tourist accommodation facilities include the Boyle Motor Lodge (40 rooms) and the Boyle Hotel (15 rooms).

PHYSICAL INFRASTRUCTURE

ROADS - Primary Highway #63 is the paved main access route to Boyle. Internal Village roads are both paved and gravel.

RAILWAYS - The Canadian National Railway, formerly the NAR, provides rail service three times per week to Boyle. There is no passenger service on this line. It is used primarily for grain transport. The train continues southwest to Edmonton and northeast to Fort McMurray.

AIRPORTS - There is no airstrip in Boyle. The closest paved and lighted airstrip is located in Athabasca. The nearest commercial airport is located in Edmonton.

BUS SERVICES - Greyhound Bus Lines offers passenger services twice daily to Lac La Biche and Edmonton.

UTILITIES - All modern utility services are available in Boyle including natural gas, electric power, telephone, treated and piped-in water and sewage facilities.

SCHOOLS - The Boyle School offers grades 1 to 12 under the jurisdiction of the County of Athabasca #12. The total enrollment was 258 in 1981. About 35 children attend playschool and kindergarten in the Boyle Community Centre.

RECREATIONAL - Recreation facilities in Boyle include a Community Centre, a hockey arena, 2 sheets of curling ice, a baseball diamond and a senior citizen's drop-in centre.

HEALTH FACILITIES - The Village of Boyle has a 30 bed hospital, two doctors and a visiting public health nurse from the Athabasca Health Unit. Boyle has two ambulances provided by Lakeland Ambulance Service.

SOCIAL HOUSING - Social Housing units are unavailable in Boyle.

HOUSING INVENTORY - Boyle has approximately 380 single family dwellings, 3 duplex units, 10 row houses and a 20-unit apartment building.

FIRE PROTECTION - Boyle has a fire brigade of 25 volunteers who operate the Village's pumper truck and County truck. The Boyle Fire Department has an agreement with the County to respond to calls within a 15-mile radius of Boyle.

POLICE - Boyle has a local R.C.M.P. detachment of 7 officers who serve the town and surrounding area.

SENIOR CITIZEN LODGING - Boyle has a 40-bed senior citizen's lodge called the Wildrose Villa.

BANKING FACILITIES - The Canadian Imperial Bank of Commerce and the Alberta Treasury Branch provide banking facilities for the Village.

MUNICIPAL GOVERNMENT

Boyle was incorporated as a Village on December 31, 1953. The Village is governed by a mayor and 4 councillors.

The Administrative staff is as follows:

Administrator: D.C. Baillie

Address:
Village of Boyle
General Delivery
BOYLE, Alberta
TOA OMO

Phone: (403) 689-3643

FINANCIAL DATA

The total General Operating Revenue for the Village of Boyle for the fiscal year ending December 31, 1981 was $909,837. The total expenditure for the same period was $599,162. The General Municipal mill rate based on residential property was 8.086 mills.

BOYLE DIRECTORY OF GOVERNMENT AGENCIES

PROVINCIAL GOVERNMENT

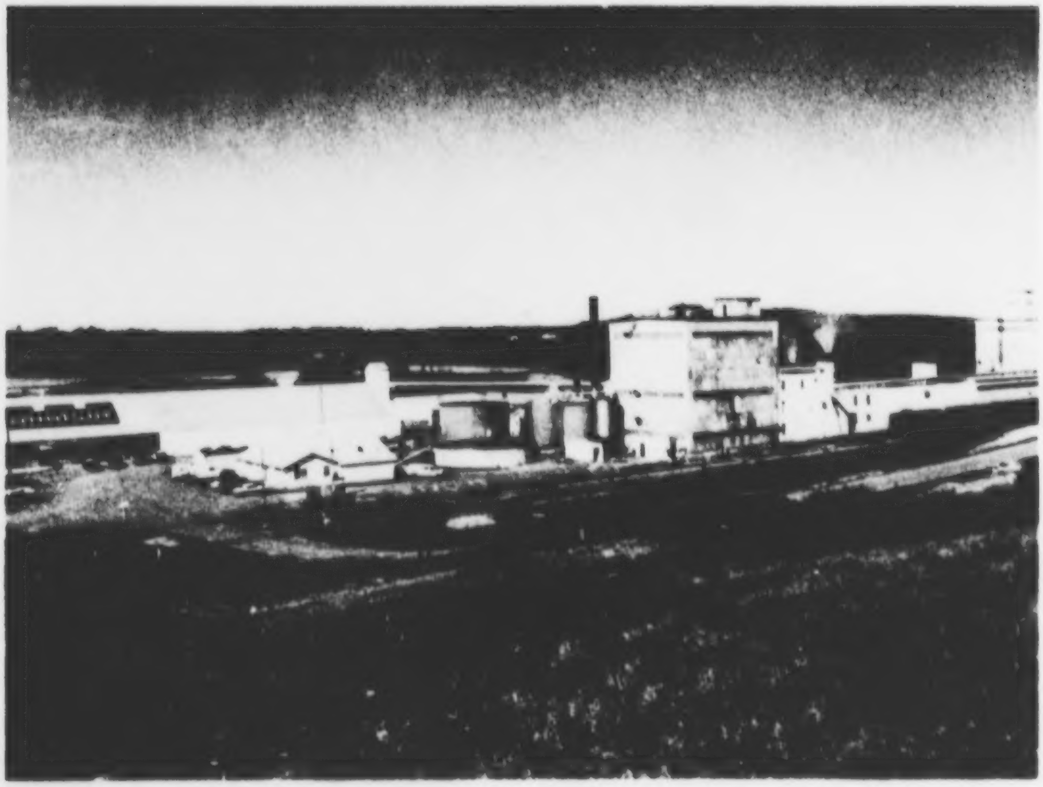
ALBERTA ATTORNEY GENERAL
Provincial Court Phone: 689-4141

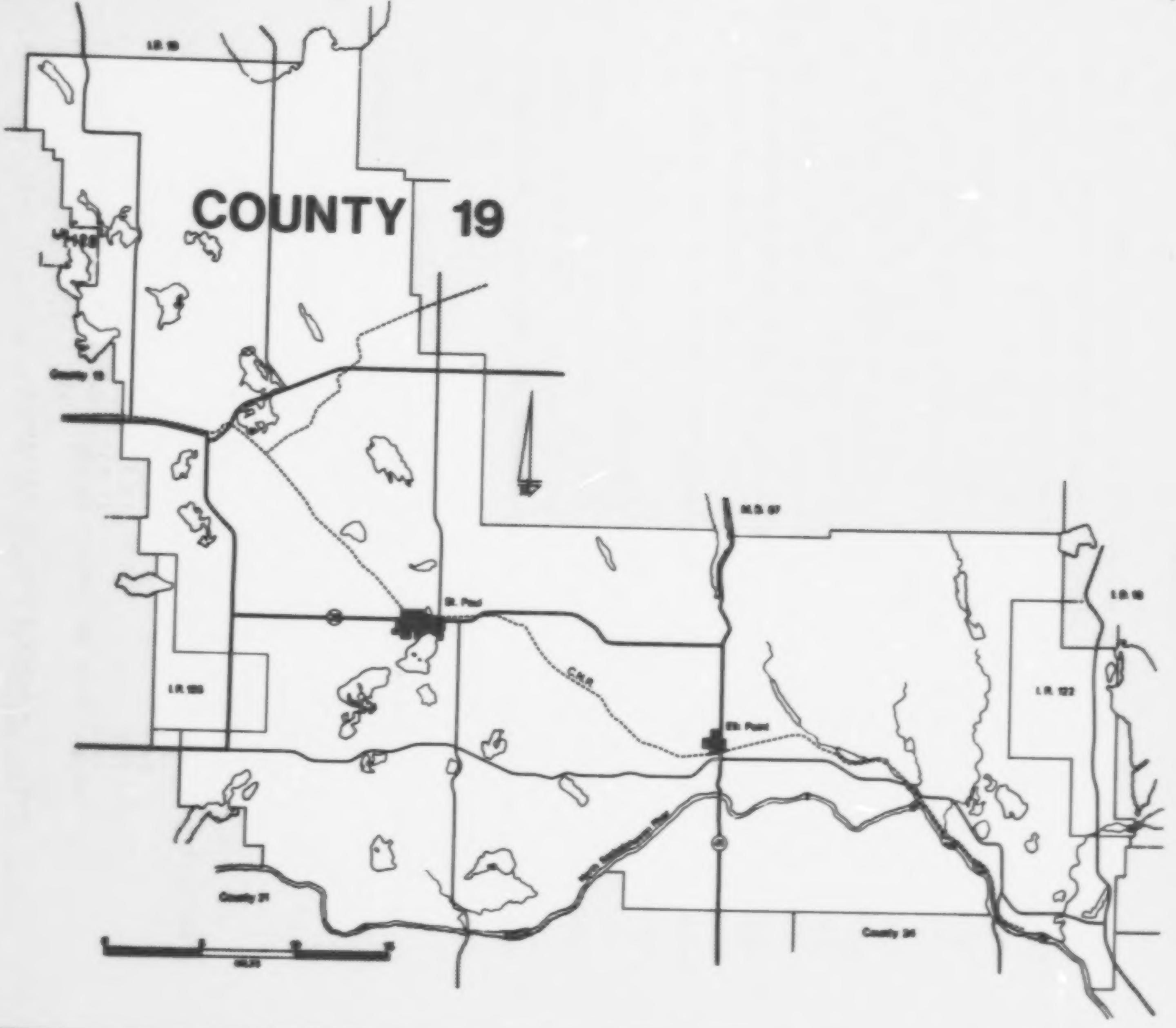
ALBERTA TRANSPORTATION
Maintenance Branch Phone: 689-3617

FEDERAL GOVERNMENT

POST OFFICE Phone: 689-3670

COUNTY #19
ST. PAUL




COUNTY 19
St. Paul
Elk Point
C.N.R.
M.D. 87
I.R. 120
I.R. 122
County 21
County 24

LOCATION, TOPOGRAPHY AND PHYSICAL FEATURES

The County of St. Paul #19 is located in east-central Alberta. It is bounded to the north by M.D. #87, to the south by Counties #21 and #24, to the east by I.D. #18 and to the west by Counties #21 and #13. The topography of the County is relatively flat with local areas of relief. Many lakes are scattered throughout the County. The North Saskatchewan River drains the southern portion of the County.

HISTORICAL SYNOPSIS

Although the County of St. Paul has not experienced an extra-ordinary "boom", as in some areas of Alberta, it has experienced a substantial increase in the past thirty years. As the rural population of the County began to decline in the 1950's, a proportionate increase was noticeable in the towns.

HISTORICAL POPULATION

The following table indicates the growth rate for the County for selected years between 1951 and 1982.

HISTORICAL POPULATION OF THE COUNTY OF ST. PAUL #19

Year	Population
1951	10,448
1956	10,802
1961	10,936
1966	10,976
1971	10,735
1976	10,587
1978	10,894
1979	11,438
1980	12,358
1981	11,831
1982	12,036

Source: Alberta Bureau of Statistics

Note: Figures include incorporated Towns and Villages.

ECONOMIC BASE

The major economic activities in the County of St. Paul are agriculture and the agricultural service industries. The oil and gas industry, mining, government and retail servicing also contribute to the County's economy.

According to the 1976 Alberta Census of Agriculture, there were 710,788 acres (287,768 ha) of farmland in the County, with the average farm having 744 acres (301 ha). Major crops include barley, oats and wheat. In 1979 two new grain elevators were constructed in the Town of St. Paul, with the Town subsequently becoming the major grain handling centre in the area. The Town handles an estimated one million bushels annually. Another industry related to agriculture in the County is the Northern Alberta Dairy Pool Cheese Plant in St. Paul. The plant employs over 40 people and produces approximately 25% of Alberta's cheddar cheese.

The Town of Elk Point is experiencing economic growth as a result of the construction of Westmin Resources heavy oil plant located approximately 6 km south of the Town. Employment is also generated from the Canadian Salt Company's plant, located approximately 20 km east of Elk Point on Highway #646.

Government services in St. Paul, tourism and a significant retail service industry have developed in the County.

PHYSICAL INFRASTRUCTURE

ROADS - Major highways in County #19 consist of primary Highways #28, #36, and #41. Secondary roads and County roads are developed and maintained by the County.

RAILWAYS - The Canadian National Railway serves the County of St. Paul.

AIRPORTS - There is one airstrip in the County located just west of the Town of St. Paul. This is a paved and lighted 3000 ft. (902 m) airstrip.

UTILITIES - Utility companies servicing the County include Alberta Power Ltd., Alberta Government Telephones, and Plains Western Gas and Electric Company.

FIRE PROTECTION - The County owns four fire trucks. These are located in Elk Point, St. Paul, Mallaig and Ashmont. The Town of Elk Point and St. Paul also have their own fire trucks. Agreements have been made with each fire department to provide fire protection in their area.

COMMUNICATION - The area receives radio stations CIOK - St. Paul, Edmonton stations, and CKSA - Lloydminster. Television channels received include CBC, CTV, CKSA - Lloydminster. Cable stations are available through Northern Cable Vision in St. Paul only. Newspapers published in the County are the St. Paul Journal and Elk Point Reflections.

MUNICIPAL GOVERNMENT

The County is governed by a reeve and 6 councillors.

The Administrative staff are as follows:

Secretary-Treasurer: Fred Roy

Address:
County of St. Paul #19
Box 2451
St. Paul, Alberta
TOA 3AO

Phone: (403) 645-3301

FINANCIAL DATA

The total General Operating Revenue for the County of St. Paul for the fiscal year ending December 31, 1981 was $10,142,165. The total expenditure for the same period was $10,142,165. The general municipal mill rate based on residential property is 134.06.

HAMLETS

ASHMONT - Ashmont, with a 1982 population of 195, is located approximately 30 km northwest of St. Paul at the junction of Highways #28 and #28A. There are two schools in Ashmont administered by the St. Paul School Division. The elementary school offers kindergarten to grade 6 and had a 1981-82 enrollment of 330. The high school offers grades 7 to 12 and had a 1981-82 enrollment of 314. Recreation facilities include a skating rink, a sports ground and a gymnasium. The community has piped-in and treated water and a piped sewage system.

HEINSBURG - Heinsburg, with a 1982 population of 75, is located approximately 90 km southeast of St. Paul near the junction of Roads #893 and #646. There is one school in Heinsburg under the St. Paul Division. It offers kindergarten to grade 12 and had a 1981-82 enrollment of 218. Recreation facilities include a curling rink, arena and gymnasium. Water is from springs and wells. Sewage disposal is by septic tanks.

MALLAIG - Mallaig, with a 1982 population of 160, is located 30 km north of St. Paul just off Highway #28A. There is one school in Mallaig under the St. Paul School Division. It offers kindergarten to grade 12 and had a 1981-82 enrollment of 292. Recreation facilities include a curling rink and a community hall. Water is pumped from Denning Lake to a reservoir where it is chlorinated and then piped to homes. There is also a piped sewage system.

TOWN OF ST. PAUL

GENERAL OVERVIEW

The Town of St. Paul, located approximately 202 km northeast of Edmonton in the County of St. Paul #19, has a 1982 population of 4,884.

ECONOMIC BASE

St. Paul is a major agricultural service centre for the area, now handling over one million bushels of grain annually through the new Alberta Wheat Pool and United Grain Growers' elevators. Major automotive and farm implement dealers are located in St. Paul.

Retail and government services provide significant employment in the Town. St. Paul's trading area is estimated at approximately 40,000. According to the 1977 town Census, 1,752 St. Paul residents were employed by the Government (Federal and Provincial), the Northern Alberta Dairy Pool Cheese Plant, the St. Paul Foundry, and various hospital and schools.

COMMUNICATIONS

Radio reception in St. Paul include Edmonton and Lloydminster stations, and CKOL - St. Paul. Television stations consist of CKSA - Lloydminster and CBC. Cable service is also available. The local newspaper is the St. Paul Journal.

HEALTH FACILITIES

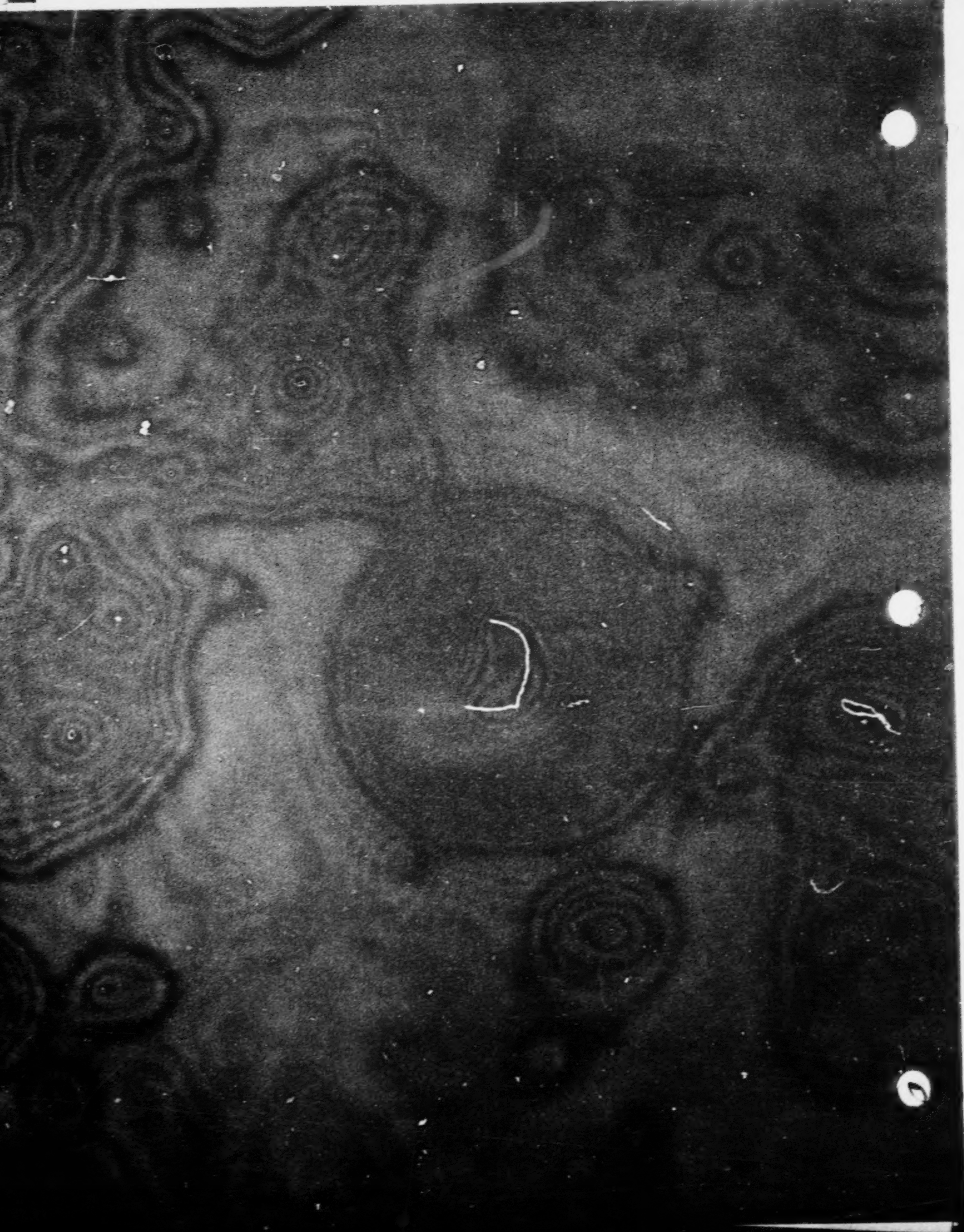
Health facilities available in the Town include a 75-bed hospital, which provides health care services for the area and 2 nursing homes. The Town has 6 doctors and 1 surgeon. The main office for the North Eastern Alberta Health Unit and a senior citizen's home are located in St. Paul.

RECREATION AND TOURIST FACILITIES

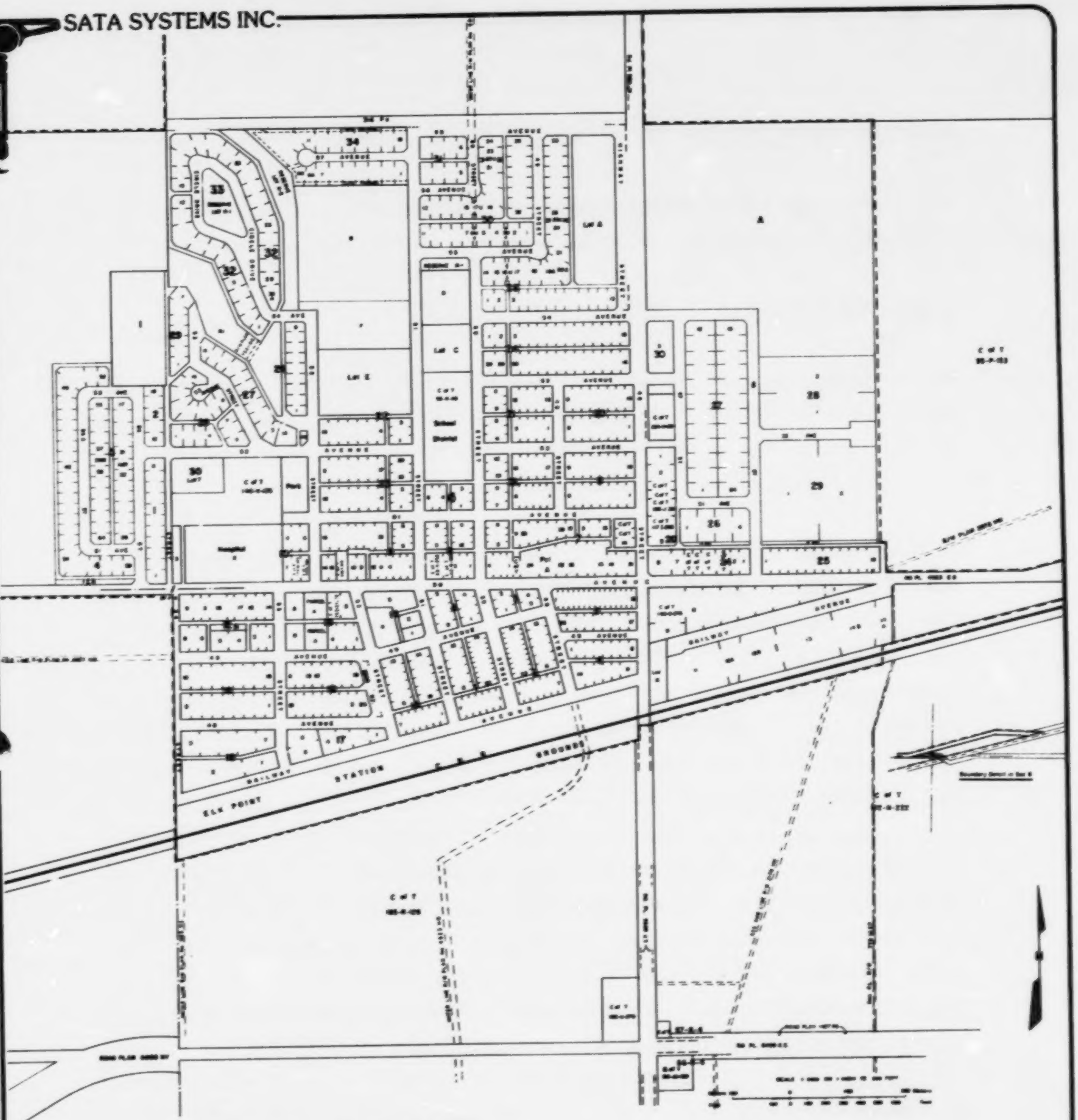
Local recreation facilities include a covered curling rink with six sheets of ice, a hockey and skating arena, exhibition grounds, an arts centre, a theatre, baseball diamonds, a golf course, and local parks.

The Town has five motels and one hotel with a total of 190 units for tourist accommodations.

TOWN
OF
ELK POINT



SATA SYSTEMS INC.


ELK POINT RAILWAY STATION C.P.R. GROUNDS
Hospital
School District
Park
AVENUE
STREET

ELK POINT

Alberta

LOCATION AND ACCESS

The Town of Elk Point is located on primary Highway #41 in the County of St. Paul #19, approximately 35 km southeast of the Town of St. Paul.

HISTORICAL SYNOPSIS

Eight miles from the townsite of Elk Point, Fort George and Buckingham House stand as historic sites of the early fur trading days in the area. In the late 1700's these sites were rival fur trading posts of the Hudson's Bay and North West Trading Companies.

An interesting story arises regarding how Elk Point got its name. There was an alcoholic bartender named Higby who worked at one of the local hotels in Vegreville in 1905. In an effort to solve his alcoholism problem, Higby decided to load his raft with some supplies and live in the wilderness. Higby set off down the North Saskatchewan River and went ashore at the present-day site of the Elk Point Bridge. Here he built a shelter and named his new residence Elk Point - after his home town in South Dakota, United States.

In 1906 and no longer an alcoholic, Higby returned to his bartending job in Vegreville. In 1909, the Government established a post office in the area where Higby had settled. Vermilion, Courtland and Elk Point were names suggested for the new office. The postmaster appointed, chose the name Elk Point. Settlers began to move into the area and Elk Point started its development as an agricultural community.

HISTORICAL POPULATION

The following table represents the historical population of Elk Point for selected years from 1956 to 1982.

HISTORICAL POPULATION OF ELK POINT

Year	Population
1956	594
1961	692
1966	726
1971	729
1976	807
1978	952
1979	1012
1980	1041
1981	1053
1982	1051

Source: Municipal Affairs

ECONOMIC BASE

The Town of Elk Point has a diversified and expanding economy, based on a long history of agriculture, the oil industry, mining and manufacturing. Retail, health, and educational services are other important components of the Town's economy providing significant employment opportunities to local residents.

A large salt bed was discovered in the Elk Point area in the 1940's. Jobs created by the Canadian Salt Plant have significantly broadened the economic base of the area. The salt bed is estimated to be able to fulfill Canada's salt needs for the next 200 years.

Economic changes are foreseen in Elk Point's future as a result of the construction of the Westmin Resources' heavy oil plant, located approximately 8 km southeast of Elk Point. The plant's construction will influence the overall growth of the Town's construction industry through local commercial and residential construction. Employment in oilfield construction and maintenance will impact the Town's economy and growth. The Town has indicated that a new 20-acre industrial park will be developed to accommodate new businesses and industries in the area.

TOURIST ATTRACTIONS AND SERVICES

Elk Point is referred to as "The Gateway to the Lakeland". The area offers many outdoor activities. Campgrounds in the area are located at Elk Point Bridge, Whitney Lake, Muriel Lake, Kehewin Lake and Silver Lake.

Annual town events include the Canoe Pagent in June, the Agricultural Fair in August and the Ice Carnival, held in conjunction with the crowning of the Lion's Queen.

Elk Point offers historic sites from the areas' early fur trading days. Fort George and Buckingham House were 18th century trading posts. The Fort George Museum offers the chance to explore local history.

Accommodation facilities in Elk Point include the Elk Point Hotel, the Elk Point Motel and the Fort George Motel.

PHYSICAL INFRASTRUCTURE

ROADS - Primary Highway #41 runs through Elk Point and continues north to join Highway #28. From Elk Point, Highway #41 continues south through Vermilion. Internal roads in the community are mainly paved.

RAILWAYS - The Canadian National Railway provides rail service to Elk Point. The rail-line runs north to St. Paul and east to Heinsburg where it terminates.

AIRPORTS - The nearest paved and lighted airstrip is located at St. Paul, 37 km northwest of Elk Point. A new 912 m (3000 ft) paved and lighted airstrip is to be completed in 1983. The airstrip is located 7 km east of the Town. The nearest commercial airport is located in Edmonton.

BUS SERVICES - Greyhound Bus Lines offers passenger services twice daily from Elk Point.

UTILITIES - All modern utility services are available in Elk Point including natural gas, electric power, telephone, piped and treated water, and sewage systems.

SCHOOLS - Elk Point has two schools, both of which are under the jurisdiction of the County of St. Paul #19 School Division. The Elk Point Elementary School and the Elk Point Junior and High School are estimated to have a total 1981-82 enrollment of approximately 600 students. The Town also has a nursery and playschool.

RECREATIONAL - Recreational facilities in Elk Point include a community centre, an arena, a curling rink, a 9-hole golf course, and a library. The Fort George Museum is open to the public.

HEALTH FACILITIES - The Town has a 32-bed hospital which also houses a sub-office of the Northeastern Alberta Health Unit. There is one clinic, three doctors, one dentist, one optometrist and one ambulance available in the Town. Plans are underway to provide a nursing home for senior citizens.

SOCIAL HOUSING - Social housing is unavailable in Elk Point.

HOUSING INVENTORY - The Town has estimated that there are 350 single family dwellings, and 30 additional suites in apartments and duplex units in Elk Point.

FIRE PROTECTION - Elk Point has a 25-member volunteer fire department, two pumper trucks and one rescue van. The Fire Department also serves divisions one and two of the County of St. Paul.

POLICE - Elk Point has a 6-member resident R.C.M.P. detachment.

SENIOR CITIZEN LODGING - Fort George Manor, with 12 self-contained units, offers senior citizen accommodation.

BANKING FACILITIES - Financial institutions in Elk Point include the Toronto Dominion Bank, the Alberta Treasury Branch and the Vermilion Savings and Credit Union.

MUNICIPAL GOVERNMENT

Elk Point was incorporated as a Town on January 1, 1982. The Town is governed by a mayor and 5 councillors.

The Administrative staff is as follows:

Municipal Secretary: Pat Vincent

Address:
Town of Elk Point
Box 448
ELK POINT, Alberta
TOA 1AO

Phone: (403) 724-3810

FINANCIAL DATA

The total General Operating Revenue for the Town of Elk Point for the fiscal year ending December 31, 1980 was $762,569. The total expenditure for the same period was $512,988. The General Municipal Mill Rate based on residential property was 51.54 mills.

ELK POINT DIRECTORY OF GOVERNMENT AGENCIES

PROVINCIAL GOVERNMENT

ALBERTA ATTORNEY GENERAL Provincial Court	Phone: 724-3747
ALBERTA ENVIRONMENT Water Resources Management	Phone: 724-2354
ALBERTA TREASURY BRANCH	Phone: 724-3883

FEDERAL GOVERNMENT

POST OFFICE	Phone: 724-4012

SADDLE LAKE
INDIAN RESERVE
#125

LOCATION, TOPOGRAPHY AND PHYSICAL FEATURES

Saddle Lake Indian Reserve #125 is approximately 209 km northeast of Edmonton. The Reserve is located on both sides of secondary Road #652, 24 km due west of St. Paul.

The Reserve encompasses approximately 28,553 ha (63,704 acres) of land. The Reserve area is mainly wooded with rolling hills. Saddle Lake is located in the northern half of the Reserve area.

HISTORICAL SYNOPSIS

The Cree Indians who settled in the Saddle Lake area were once a nomadic group of people, who moved with buffalo herds. When John MacDougal arrived in Saddle Lake in 1862, he encountered the Indian people led by Chief Kehkek. When Henry Bird Steinhauer arrived a few years later, he found the buffalo herds were disappearing and the Indian people were no longer able to maintain their traditional livelihood from the buffalo. Henry Steinhauer was a methodist Ojibway Indian from Ontario who was knowledgeable in farming techniques. He proceeded to teach the people how to build houses and how to farm.

The Reserve continued to establish itself and in 1883 Father Merer built a Roman Catholic mission on the reserve. In 1886, J.C. Nelson surveyed Saddle Lake Reserve #125 for the Saddle Lake Band, headed by Chief Little Hunter, the Whitefish Lake Band headed by Chief Pakan, and the Blue Quills Band headed by Chief Blue Quill. The Wahsatenaw Band, headed by Chief Muskeguatic, moved permanently to Saddle Lake in 1896. The present band was formed in the early 1900's when the four above bands signed amalgamation agreements.

In 1896 the Indian boarding school was moved from Lac La Biche to the Blue Quill Reserve area, 2 km outside of St. Paul. The present day Blue Quills School is located in this same spot today.

HISTORICAL POPULATION

The following table gives an indication of the historical population of Saddle Lake Indian Reserve for select years from 1934 to 1982.

HISTORICAL POPULATION OF SADDLE LAKE RESERVE

Year	Population
1934	506
1939	592
1959	1,644
1966	2,169
1971	2,613
1976	3,070
1977	3,221
1978	3,357
1979	3,495
1982	3,843*

Source: Department of Indian Affairs
* Source: Alberta Native Secretariat

Note: Population figures represent the total band population for both the Saddle Lake Reserve and the Whitefish Lake Band. The Saddle Lake Reserve population is approximately 75% of the population figures shown. Of this total, 20-25% of the band members may be living off the reserve at any given time for employment opportunities.

ECONOMIC BASE

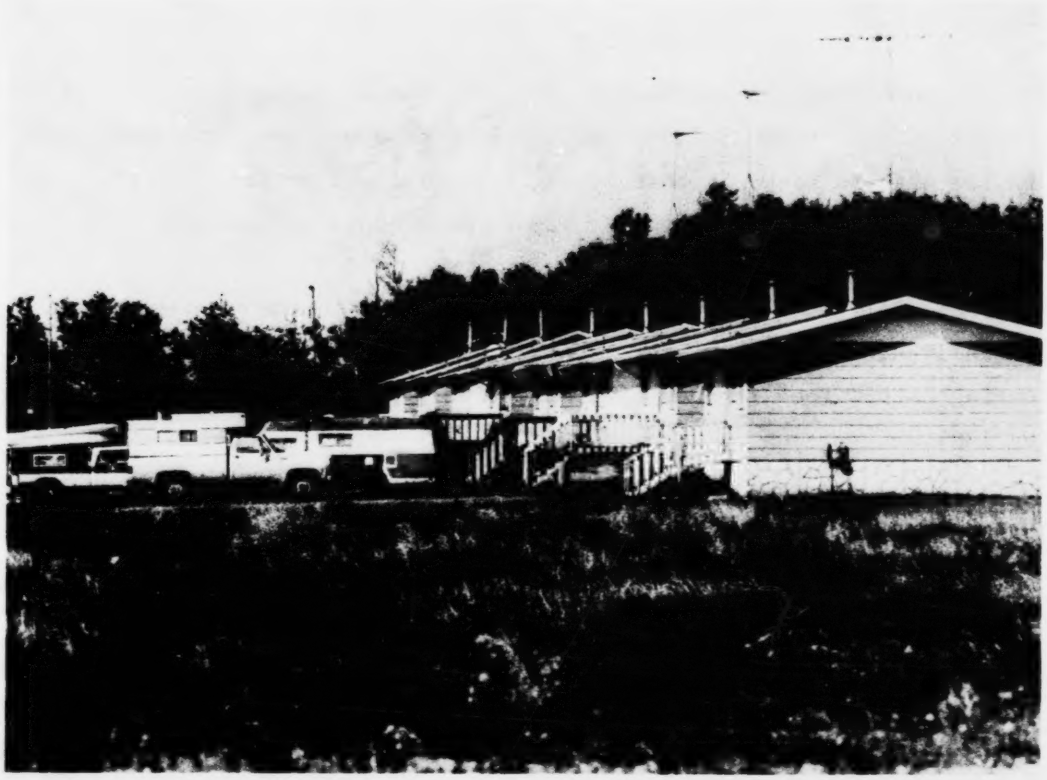
The economic base of the Saddle Lake Reserve is fairly diverse. Approximately 42,468 acres (17,193 ha) of the reserve has been determined by Indian Affairs to be capable for agricultural production. In 1977, 13,000 acres (5,263 ha) had been developed into productive farmland.

Approximately 60 band members are employed in farming operations. In March 1982, the band joined in a research project that involved manufacturing cattle feed from aspen trees. The project may provide 500 new jobs by 1985.

The Band received royalty money for natural gas wells on the reserve. In 1978, 32% of the band's total income was derived from gas royalties. There are approximately 57 producing wells and 75 capped wells on the Reserve.

The Band administration, together with various retail services, provides approximately 30% of the total on-reserve employment. The total on-reserve employment is 300. Many of the skilled and unskilled Band members have been affected by the slowdown in the oil and gas industry.

A master plan for the Reserve was developed in 1978 that had a goal of economic self-sufficiency through development of an on-reserve economy. Various aspects of this plan have been realized.



Housing on Saddle Lake Indian Reserve

PHYSICAL INFRASTRUCTURE

ROADS - Saddle Lake Indian Reserve has approximately 210 km of secondary, all-weather, gravel roads.

RAILWAYS - The nearest railway is located just east of the Reserve in St. Brides. There is no passenger service on this line.

AIRPORTS - The closest paved and lighted airstrip is located at St. Paul, 32 km east of Saddle Lake. The nearest commercial airport is located in Edmonton.

BUS SERVICES - There is a bus flag stop on Highway #28 and a Greyhound Bus depot in St. Paul. The bus line goes to St. Paul and east to Edmonton.

UTITILITIES - All modern utilies are available to the residents of the Reserve. Electricity is provided by Alberta Power. Piped, treated water is available in the Village area of the Reserve by a 450,000 gallon reservoir. The central area also is serviced by a new sewage system. Water is trucked by the band to other points on the reserve. Telephone service is available through Alberta Government Telephones.

SCHOOLS - The Saddle Lake Band operates its own school - the Ochimnahoos school on the reserve. It offers kindergarten to grade 12 and had a 1982 enrollment of 420 students. Other students in various grades are bussed to the surrounding communities such as Ashmont and Blue Quills.

RECREATION - Recreational facilities at Saddle Lake Reserve include a community hall, a curling rink, an arena, a cultural museum, rodeo grounds, pow-wow grounds, baseball diamonds, and a drop-in centre.

HEALTH FACILITIES - There is a Health Unit office in the new administration building on the Saddle Lake Reserve. The Reserve has its own Board of Health that is studying health facilities and problems on the Reserve. Further facilities are available in St. Paul, 32 km east of the Reserve.

HOUSING INVENTORY - The Department of Indian Affairs housing inventory indicates that in 1980-81 there were 291 single family homes located on the Reserve.

FIRE PROTECTION - There is a fire hall located on the Reserve. It consists of one fire truck, a fire chief, and approximately 20 volunteer fire brigade members.

POLICE PROTECTION - The Reserve has its own police force consisting of 8 constables.

SENIOR CITIZENS LODGING - There is presently no special accommodation for seniors on the Reserve.

BANKING - The Saddle Lake Reserve has its own Credit Union, the Saddle Lake Credit Union, which is located in the new administration building.

MUNICIPAL GOVERNMENT

The Reserve is governed by a chief and 8 councillors.

The Administrative staff is as follows:

Administrative Assistant : Ron Steiner

Address: Saddle Lake Tribal Administration
Saddle Lake, Alberta
TOA 3TO

Phone: (403) 726-3829

WHITEFISH LAKE
INDIAN RESERVE
#128

LOCATION AND ACCESS

Whitefish Lake Reserve #128 is located 200 km northeast of Edmonton. The Reserve is located on secondary Road #866, approximately 13 km north of Highway #28.

The Reserve encompasses approximately 4,536 hectares (11,200 acres). The area is mostly wooded rolling hills surrounding two beautiful lakes known as Whitefish Lake and Goodfish Lake. While the Reserve is known as Whitefish Lake Indian Reserve #128, the Administrative Centre and the surrounding community are community referred to as Goodfish Lake.

HISTORICAL SYNOPSIS

The Cree Indians of Whitefish Lake and Saddle Lake are part of the same historical band, although they presently live on separate reserve lands and maintain separate administrative systems.

Initially the people of the two Reserve areas settled at their present location between 1700 and 1777. Much of the early history is unknown until missions were established in the area in the 1850's by the Methodist and Roman Catholic churches. Rev. Henry Bird Steinhauer, an Ojibway missionary from Ontario, came to Whitefish Lake in 1860. He encouraged the residents to farm and educate their children. By 1866, the population in the Whitefish and Goodfish Lake area was approximately 250.

By 1876, the Government was initiating Treaty negotiations with Alberta's Indian people. Negotiations for reserve land near Whitefish Lake and Saddle Lake were delayed until final surveys were made and confirmed in 1899.

HISTORICAL POPULATION

Separate population figures for the Whitefish Lake Band #125 are only available for the past two years. Prior to that they were included in the population statistics of the Saddle Lake Band.

HISTORICAL POPULATION OF WHITEFISH LAKE BAND #125

Year	Population
1980	970*
1981	1040**
1982	1024**

* Source: 1980 Census
** Source: Band Statistics

Note: A community census taken by the Band in June of 1982 indicates a total population of 1024.

ECONOMIC BASE

The major source of revenue for the Whitefish Lake Reserve is from producing gas well royalties. The Whitefish Lake Band shares royalty revenues with the Saddle Lake Band from their collective producing wells. (72% to Saddle Lake, 28% to Whitefish Lake.) While gas royalties are the largest source of revenue, the primary source of employment is Tribal Administration.

Although the Reserve land is not well suited to cultivation, there is some haying and grazing lands. Cattle raising is being developed as an industry. The Band has initiated a herd as part of a 5-year agricultural plan. The plans call for the herd to be built up to 500 animals and then used to assist individual Indian farmers in beginning or expanding their own herds. In 1982, the Band herd was composed of 295 head of breeding stock and 200 new calves.

The Tribal Administration has begun a program to establish permanent sources of employment and create investment opportunities. The first project initiated was an industrial drycleaning plant. The plant was developed in co-ordination with the Syncrude Agreement. Two major contracts for services were established; one with Syncrude Canada and one with Suncor. The Band has initiated a garment factory capable of manufacturing many types of clothing. It presently employs a staff of 21. The first contract was with a western wear manufacturer from Edmonton.

Garment Factory on Whitefish Lake Indian Reserve

PHYSICAL INFRASTRUCTURE

ROADS - Whitefish Lake Indian Reserve has approximately 90 km of gravel roads. A small portion of the roads need upgrading. Approximately 12 km of new access roads to residential areas is required.

RAILWAYS - The closest railway line is the Canadian National Railway, located 25 km southwest of the Reserve at Vilna.

AIRPORTS - The closest paved and lighted airstrip is located at St. Paul, 65 kilometers east of Whitefish Lake. The nearest commercial airport is located in Edmonton.

BUS SERVICES - Greyhound Bus Lines provides daily services from Vilna and Spedden to Edmonton or St. Paul.

UTILITIES - The Band indicates that approximately 85% of the single family dwellings have their water trucked, from a water point in the central area of the Reserve, to cisterns. The remaining 15% of the residences have operating wells. Approximately 99% of the homes have running water. All homes have septic tanks. Homes are heated by oil, except for six homes which use propane. Electricity and telephone services are available to all homes. The Band office also has a direct line to Edmonton. A new water treatment plant was under construction in 1982.

SCHOOLS - The majority of elementary students (146 students of 199 total in 1982) attend the Palcan School on the Reserve. Forty-eight students attended the Ashmont Elementary school. It is 22 km from the Reserve and is operated by the County of St. Paul School Division. Two or three others attended school in Spedden or Vilna. Junior and senior high school students attend school in Ashmont or Blue Quills, near St. Paul. In 1981-82 there were 12 students attending grade 12. There were 25 students registered in post secondary education in 1982.

A Day Care Centre, operating on the Reserve, looks after 30 children daily. A Play School has an enrollment of 22 children.

RECREATION - There is strong community support for a broad range of recreational programs such as hockey, baseball, figure skating, volleyball, floor hockey and non-sporting recreational activity. The community has an indoor arena with artificial ice, five baseball diamonds, and a well developed rodeo/recreation park. The Band has also developed a beautiful beach on Whitefish Lake.

HEALTH FACILITIES - Goodfish Lake has one Nursing Station operated through the Department of National Health & Welfare. One full time nurse is employed and two community health workers.

HOUSING INVENTORY - A 1980 report by Stanley Associates Engineering Ltd. inventoried a total of 150 single family dwellings and 2 semi-detached units on the Reserve. A 1982 survey by the Band indicated that there were 171 single family dwellings, 2 semi-detached units and six mobile homes.

FIRE PROTECTION - The Band purchased a pumper unit in 1981 and has completed construction of a fire hall. The area served by the fire department is the area within the Reserve boundaries. A new reservoir with fire protection (hydrants) is under construction.

POLICE - The Band has recently initiated its own Tribal Police Force consisting of 3 constables. The new police station is incorporated in the new fire hall. The Reserve is also served by the R.C.M.P. detachment in St. Paul.

SENIOR CITIZEN LODGING - Four units are designated for senior citizen lodging. The construction of a nursing home is being discussed by the Council.

BANKING FACILITIES - There are no banking facilities on the Reserve. The closest facilities are located in Vilna.

LOCAL GOVERNMENT STRUCTURE

The Reserve is governed by a chief and 3 councillors.

The Administrative Staff is as follows:

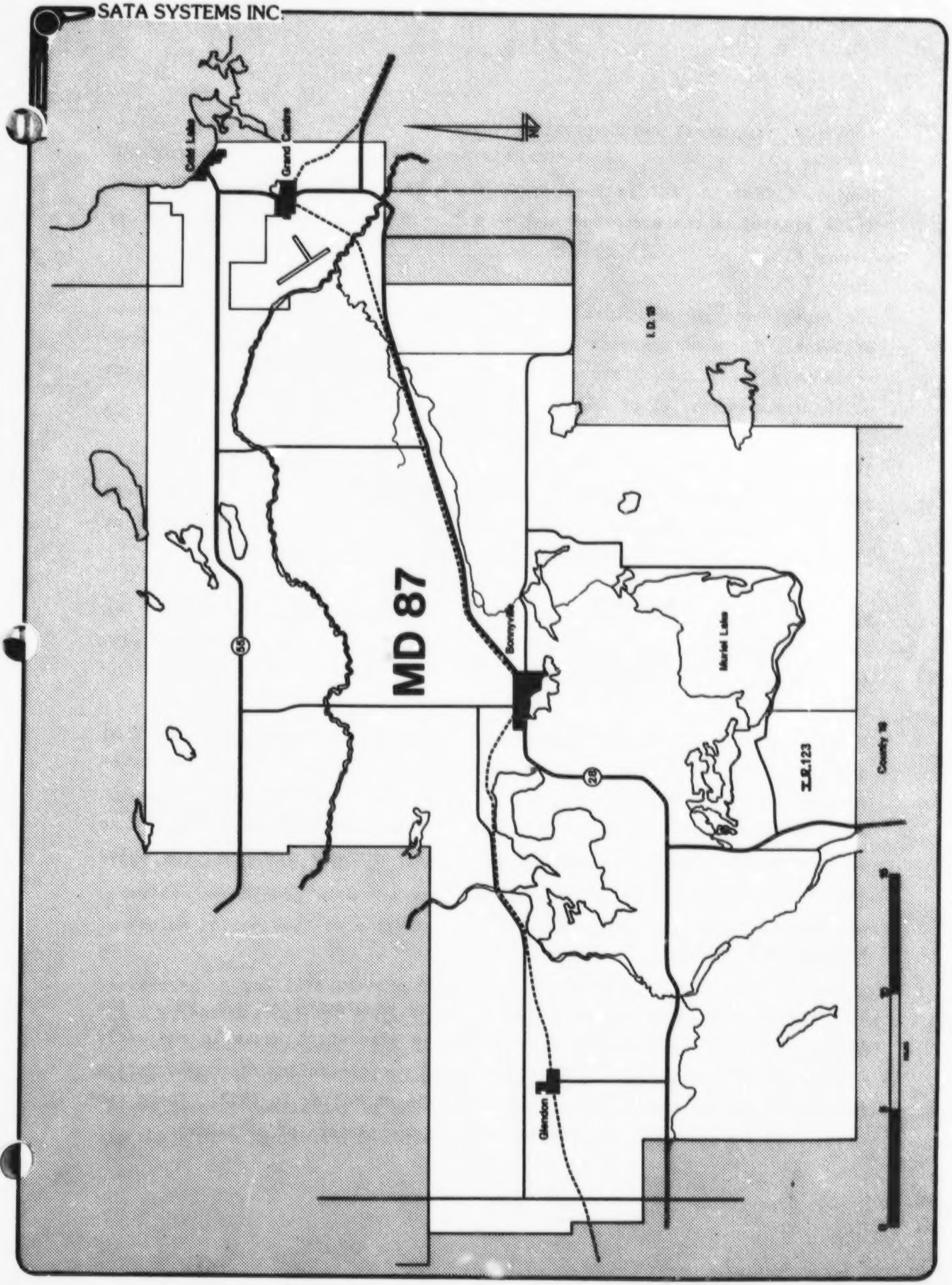
Administrator: Phil Bateman

Address:
Whitefish Lake Band Administration #128
General Delivery
Goodfish Lake, Alberta
TOA 1RO

Phone: (403) 532-3266 or 428-9501 (Edmonton direct)

12.1

MUNICIPAL DISTRICT
#87
BONNYVILLE


MD 87
Cold Lake
Grand Centre
Bonnyville
Glendon
Muriel Lake
I.D. 18
I.R.123
County 19
55
28
N

LOCATION, TOPOGRAPHY AND PHYSICAL FEATURES

Municipal District #87 is located in the eastern part of central Alberta. It is bounded to the north and east by I.D. #18 and to the south and west by County #19.

The topography of Municipal District #87 is characterized by an abundance of lakes. The most dominant feature is Cold Lake, covering an area of approximately 221 sq. km. The elevation varies in the M.D., with hilly land north of the Beaver River and flatter land in the south.

The central and southwest portions of the M.D., in the Bonnyville and Glendon area, have moderate agricultural capabilities. This area is considered to have the highest agricultural capability in M.D. #87, and is rated as Class 3 by the Canada Land Inventory Classification for agriculture.

Forested lands are scattered throughout the region. Aspen dominates the area. The stands are surrounded by cleared agricultural land or river valleys and other water courses.

The Canada Land Inventory for recreation indicates that approximately 44% of Alberta's high capability recreational shoreland can be found in the Lakeland Region. The Cold Lake sub-region represents 14% of the Lakeland Region and contains 12% of the province's high capability shoreland. These lake shorelands are relatively undeveloped because of their distance from major centres of population.

HISTORICAL POPULATION

There have been two major influences on the population of M.D. #87. The first was the agricultural settlement in the area which began in the early 1900's and continued until 1941. The second was the influx of people during the establishment of the Canadian Forces Base at Medley in 1952. These two events are the main factors responsible for the pattern of settlement.

The following table indicates historical population statistics for selected years from 1956 to 1982.

HISTORICAL POPULATION OF M.D. #87

Year	Population
1956	14,072
1961	15,060
1966	16,587
1971	17,273
1976	17,208
1978	17,507
1979	18,389
1980	19,420
1981	19,910
1982	19,564

Source: Alberta Municipal Affairs

Note: Figures include incorporated towns and villages.

ECONOMIC BASE

The economy of M.D. #87 is based primarily on agriculture and agriculture service industries, with oil and gas, government services, tourism and the Canadian Forces Base also having a significant economic impact on the area.

According to the 1976 Alberta Census of Agriculture, the total farm acreage in M.D. #87 was 443,905 acres (179,718 ha), with the average farm consisting of 648 acres (262 ha). The total improved land in the M.D. was 250,909 acres (101,582 ha). Major crops include barley, oats, wheat and rapeseed. Mixed farming consisting of cow-calf operations is a significant contributor in the M.D.'s agricultural industry.

The agricultural service industries are centered in the the Town of Bonnyville. A seed cleaning plant, an auction market, a Northern Alberta Dairy Pool plant, and a farmers market are all located there.

The forest industry in M.D. #87 is not a major economic factor since the quality of timber is relatively poor. Employment in forestry is primarily as an income supplement, with most timber from local mills sold to residents and lumber yards in the area.

The oil and gas industry in the M.D. has had an influence on the economy. The Cold Lake Oil Sands is the most significant project with deposits covering a total area of 1,278,806 ha. Eight pilot plants are currently in some stage of development.

Although tourism contributes significantly to the area's economy, it is limited by a lack of development. With the abundance of natural lakes, excellent beach facilities, and extensive shorefronts, there is still considerable developmental potential in the M.D. for recreational tourism. Commercial fishing and trapping also contributes in a small way to the economy of the area.

PHYSICAL INFRASTRUCTURE

ROADS - Major highways in M.D. #87 consist of primary Highways #28, #28A, and #55. There is also an extensive network of secondary roads, municipal roads and local access roads.

RAILWAYS - Railway services in M.D. #87 are provided by the Canadian National Railway. The railway passes through Glendon and Bonnyville, and continues northeast to Grand Centre and Cold Lake.

AIRPORTS - There are three landing strips in M.D. #87. The Bonnyville airstrip (914 m) is paved and lighted. At Grand Centre, the municipal airport handles small planes and private flights. The provincial Medley air terminal uses the Air Forces base runways and control tower as the base for commercial flights.

UTILITIES - Utility companies servicing the area include the Northeastern Gas Co-op, Bonnyville Gas, Plains Western Gas, Cold Lake Transmission, Alberta Power, and AGT.

FIRE PROTECTION - The M.D. recently purchased seven new pumper trucks. They are located in Grand Centre, Fort Kent, Ardmore, Bonnyville, La Corey, Therien and Glendon. The stations are manned by volunteer fire departments.

COMMUNICATION - Radio stations received in M.D. #87 include Lloydminister, Edmonton stations (AM and FM), CFCW - Camrose, CHLW - St. Paul, and CHCL - Canadian Forces Base. Television stations include CBC and CTV. Newspapers include the Cold Lake Sun, Bonnyville Nouvelle, and the CFB Cold Lake Courier - a Canadian Forces Base newspaper.

MUNICIPAL GOVERNMENT

The Municipal District is governed by a reeve and six councillors.

The Administrative staff is as follows:

Municipal Manager: Roy Doonanco

Address: Municipal District #87
Box 278
Bonnyville, Alberta
TOA OLO

Phone: (403) 826-3171

FINANCIAL DATA

The total general operating revenue for M.D. #87 for the fiscal year ending December 31, 1981 was $5,908,527. The total expenditure for the same period was $6,043,799. The total general municipal mill rate based on residential property was 129.60 mills.

HAMLETS

ARDMORE - Ardmore, with a 1982 population of 213, is located 20 km northeast of Bonnyville on Highway #28. There is one school in the hamlet operated by the Lakeland Public School District No. 5460. It offers kindergarten to grade 9 and had a 1981-82 enrollment of 208. The hamlet consists of 94 single family units, a community hall, skating rink and a sports ground. It is serviced with a water and sewage system by the M.D.

FORT KENT - Fort Kent, with a 1982 population of 137, is located 11 km northeast of Bonnyville on Highway #28. There is one school in the hamlet operated by the Lakeland School District. It offers grades 1 to 9 and had a 1981-82 enrollment of 104. The hamlet consists of 43 single family units, an 8-unit apartment building, a skating rink, community hall, and baseball diamonds. It is serviced with a water and sewage system by the M.D.

LA COREY - La Corey, with a 1982 population of 35, is located 18 km north of Bonnyville at the junction of Highway #55 and Secondary Road #890. The hamlet consists of 18 single family dwelling units and a fire hall containing a pumper truck supplied by the M.D.

IRON RIVER - Iron River, with a 1982 population of 10, is located approximately 21 km northwest of Bonnyville on Highway #55. There is one school in the hamlet operated by the Lakeland School District. It offers kindergarten to grade 9 and had a 1981-82 enrollment of 167.

BEAVER CROSSING - Beaver Crossing, with a 1982 population of 24, is located approximately 6 km south of Grand Centre on Highway #28. It is served by a community store.

THERIEN - Therien, with a 1982 population of 44, is located approximately 6 km west of Glendon. The hamlet consists of a community hall, rodeo grounds, a post office, 21 single family dwellings, and a fire pumper truck supplied by the M.D. It is serviced with a sewage system by the M.D.

TOWN OF BONNYVILLE

GENERAL OVERVIEW

The Town of Bonnyville is located in M.D. #87, approximately 247 km northeast of Edmonton. Highway #28 is the main access to Bonnyville. The local terrain is level to slightly rolling.

ECONOMIC BASE

The economic base of Bonnyville became established around agriculture and oil and gas activities. While fewer people are involved in the agricultural industry, expansion is still taking place. The land being farmed has been classified by the Canada Land Inventory for Agriculture as Class 3-5. The majority of farms are mixed cow-calf operations and course grain production. Bonnyville contains the associated industries for the agricultural production.

Oil and gas became a minor component of the local economy when various fields started producing in the early 1960's. The gas produced in the region is used locally.

COMMUNICATIONS

Bonnyville receives radio CIOK - St. Paul, CFCW - Camrose, and various Edmonton stations. Television reception consists of CBC, CTV and CBC-French. The local paper is the Bonnyville Nouvelle.

HEALTH FACILITIES

There are two hospitals in Bonnyville with a total of 70 beds. Seven doctors provide health care. There are 3 dentists in the town, nursing home and a sub-office of the Northeastern Alberta Public Health Unit.

RECREATION AND TOURIST FACILITIES

Recreational facilities in the area include an arena, an auditorium, a ball diamond, curling rink, golf course, rodeo grounds, ski hill, and an indoor swimming pool. Moose Lake and Muriel Lake offer outdoor recreation for the area as well.

TOWN OF GRAND CENTRE

GENERAL OVERVIEW

The Town of Grand Centre is located approximately 299 km northeast of Edmonton in M.D. #87. Grand Centre is located on Highway #28, just south of Cold Lake.

ECONOMIC BASE

The economic backbone of Grand Centre area has been agriculture. Mixed farming is the main type of agricultural activity.

The establishment of the CFB in the 1950's has had a considerable impact on the growth of Grand Centre. Many of the Town's services cater to the base.

Oil and gas activity at Cold Lake and the surrounding area also contribute to the economy of Grand Centre.

COMMUNICATIONS

Communication channels in Grand Centre include CHLW - St. Paul, CHCL - Medley, and Edmonton radio stations. CBC and CTV television stations are available along with cable. The local newspaper is the Grand Centre/Cold Lake Sun.

HEALTH FACILITIES

Grand Centre uses the Cold Lake Hospital, 8 km away. In Grand Centre, there are two doctors and two dentists available together with is a sub-office of the North Eastern Alberta Health Unit.

RECREATION AND TOURIST FACILITIES

Local recreation facilities include a skating rink, an arena, gym, tennis courts, and baseball diamonds. Grand Centre also acts as a base for further recreational exploration within the Lakelands district.

CANADIAN FORCES BASE

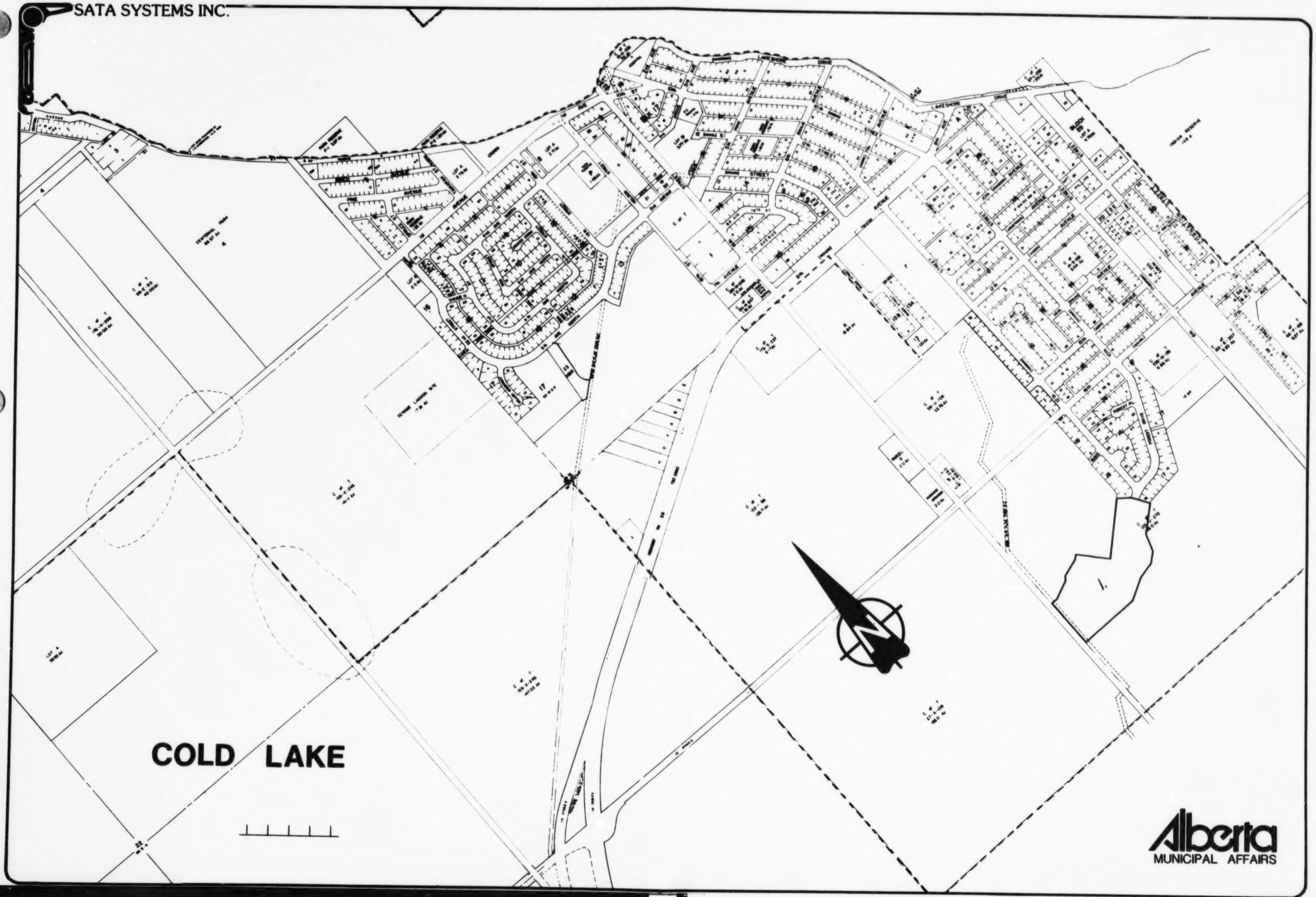
GENERAL OVERVIEW

The Canadian Forces Base is located at Medley, 3 km west of Grand Centre in M.D. #87. The Base had a population of 5414 in 1980. The Base was established as a facility for military aircraft using the Primrose Lake Air Weapons Range, an area of land 33 by 104 miles on the Alberta/Saskatchewan border.

While the Base is a self-contained community, a number of its employees living in Cold Lake, Grand Centre and Bonnyville. It employs approximately 1,400 people in addition to military personnel. C.F.B. Cold Lake is considered to have a major impact on all sectors of the economy of the area. Facilities on the Base include a 50-bed hospital, 8 doctors, 6 dentists, and recreation facilities.

TOWN
OF
COLD LAKE

COLD LAKE
Welcomes You


SATA SYSTEMS INC.
COLD LAKE
Alberta
MUNICIPAL AFFAIRS

hore
299

on an

ly of
tiful
The
..."

early
y and
rtant
d its

) when
estab-

HISTORICAL POPULATION

The following table indicates Cold Lake's population from 1961 to 1982.

Historical Population of Cold Lake

Year	Population
1961	1307
1966	1289
1971	1309
1976	1317
1977	1317
1978	1317
1979	1585
1980	1642
1981	2058

Source: Alberta Municipal Affairs

ECONOMIC BASE

The economic base of Cold Lake is influenced by a number of activities, including the Canadian Forces Base, tourism, the oil and gas industry, and commercial fishing. Retail services are a major sector in Cold Lake's economy. Industrial, commercial and agricultural services are also important. The region has extensive recreational shoreland offering excellent camping, fishing, and boating facilities. Tourism and secondary service industries resulting from tourism have provided a boost to the economy of Cold Lake.

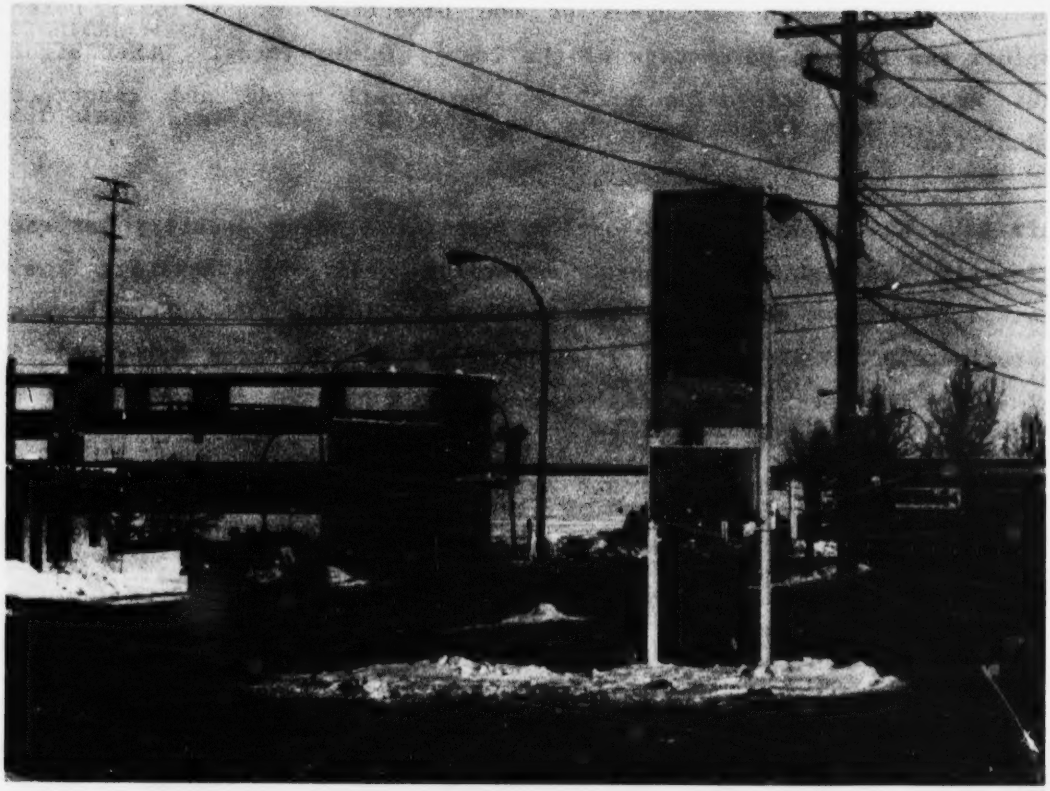
Government, including employees of the Department of National Defence, employs the largest percentage of the Town's labour force. Other significant employment categories include the retail trade and construction industries.

Cold Lake has an active, seasonal commercial fishing industry harvesting primarily whitefish and tullibee. According to 1975-76 statistics from the Alberta Department of Recreation, Parks and Wildlife, Cold Lake harvested approximately 221,426 lbs. of fish, with 43% of the catch being whitefish and 41% of the catch being tullibee.

The Cold Lake area has been chosen as the site for a new $12.5 million fish hatchery. It is the most northerly hatchery on the continent and only the second in the province.

The Cold Lake area has vast hydrocarbon resources. The Energy Resources Conservation Board estimates reserves to be in excess of 165 billion barrels of crude bitumen in an area of over 3 million acres. Within the region there are a number of heavy oil pilot plants. The largest plant is Imperial Oil's Cold Lake plant. The plant's output in 1982 was approximately 7,000 barrels/day. A $40 million de-bottlenecking program is presently ongoing. The project is expected to increase the capacity by 1984 by updating various components of the plant.

The Active Projects List issued by Alberta's Energy and Resources indicated that as of January, 1983 there were 3 active projets within M.D. #87. There are numerous other projects north and east of M.D. #87.



Town of Cold Lake

PHYSICAL INFRASTRUCTURE

ROADS - The main access routes, Highways #28 and #55 are paved. Internal roads in the Town of Cold Lake are 70% paved and 30% gravelled.

RAILWAYS - There is no rail service to the Town of Cold Lake. The closest railway is the Canadian National Railway at Grand Centre, 6 km south of Cold Lake.

AIRPORTS - The Town is served by the Cold Lake/Grand Centre Municipal Airport, located 2 km west of Cold Lake. There is also an airstrip at the Canadian Forces Base at Medley with a provincial air terminal. Daily air service is provided by Southern Frontier Air.

BUS SERVICES - Greyhound Bus Lines offers passenger and freight services three times daily southeast to St. Paul, Smoky Lake and Edmonton.

UTILITIES - All modern utility services are available in Cold Lake including natural gas, electric power, telephone, treated water and piped-in sewage facilities.

SCHOOLS - The Cold Lake Public Elementary and Junior High School is under the Lakeland Public School Division. It offers grades 1 to 9 and had a 1981-82 total enrollment of 288 students. St. Dominics Separate School is operated by Lakeland Catholic Board of Education. It offers kindergarten to grade 12 and had a 1981-82 student enrollment of approximately 258.

RECREATIONAL - Cold Lake recreational facilities include an arena, a curling rink, two tennis courts, baseball diamonds, a soccer field, a football field, a community library and nearby beaches and parks.

HEALTH FACILITIES - The Town's John Neil Hospital has 49 beds. There are four doctors, a medical clinic and a Public Health Clinic in Cold Lake.

SOCIAL HOUSING - Cold Lake has no social housing facilities available.

HOUSING INVENTORY - The following table indicates the percentage of housing units in the Town of Cold Lake by dwelling type.

COLD LAKE HOUSING INVENTORY BY TYPE

(Source: 1981 Bonnyville, Cold Lake, Grand Centre Census)

Type of Dwelling Unit	Number	Percentage of Total Units
Single family	602	75.8
Apartment suites	91	11.5
Duplex Units	82	10.3
Mobile Home	16	2.0
Business Suite	3	0.4
TOTAL	794	100.0

FIRE PROTECTION - Cold Lake has a twenty-five member volunteer fire department with two pumper trucks. The department serves the area within the corporate limits of Cold Lake.

POLICE - Police protection is provided by a 14-member R.C.M.P. detachment from the town of Grand Centre.

SENIOR CITIZEN LODGING - The Cold Lake Senior Citizen's Lodge is a regional residential senior citizen home that can accommodate 64 residents.

BANKING FACILITIES - The Alberta Treasury Branch is the only financial institution presently located in Cold Lake.

MUNICIPAL GOVERNMENT

The Town of Cold Lake was incorporated on July 2, 1955. The Town is governed by a mayor and six councillors.

The Administrative staff is as follows:

Municipal Administrator: Myron J. Goyan

Address:

Town of Cold Lake
P.O. Box 98
Cold Lake, Alberta
TOA OVO

Phone: (403) 639-3351

FINANCIAL DATA

The total General Operating Revenue for the Town of Cold Lake for the fiscal year ending December 31, 1981 was $1,118,936.00. The total expenditure for the same period was $1,175,825.00. The general municipal mill rate based on residential property for the Town of Cold Lake was 95.

COMMUNITY OVERVIEW

In November, 1977 Imperial Oil announced plans for the construction of a $4 billion plant located approximately 11 km west of the Town of Cold Lake. Because of the magnitude of the project, Cold Lake and other communities in the area anticipated a boom and began preparing community infrastructure for the expected population increase. Construction of the Esso plant has been suspended, causing the Town to re-evaluate some of its immediate plans for expansion and development.

COLD LAKE DIRECTORY OF GOVERNMENT AGENCIES

PROVINCIAL GOVERNMENT

Alberta Energy & Natural Resources
Fish & Wildlife Division — Phone: 639-3377

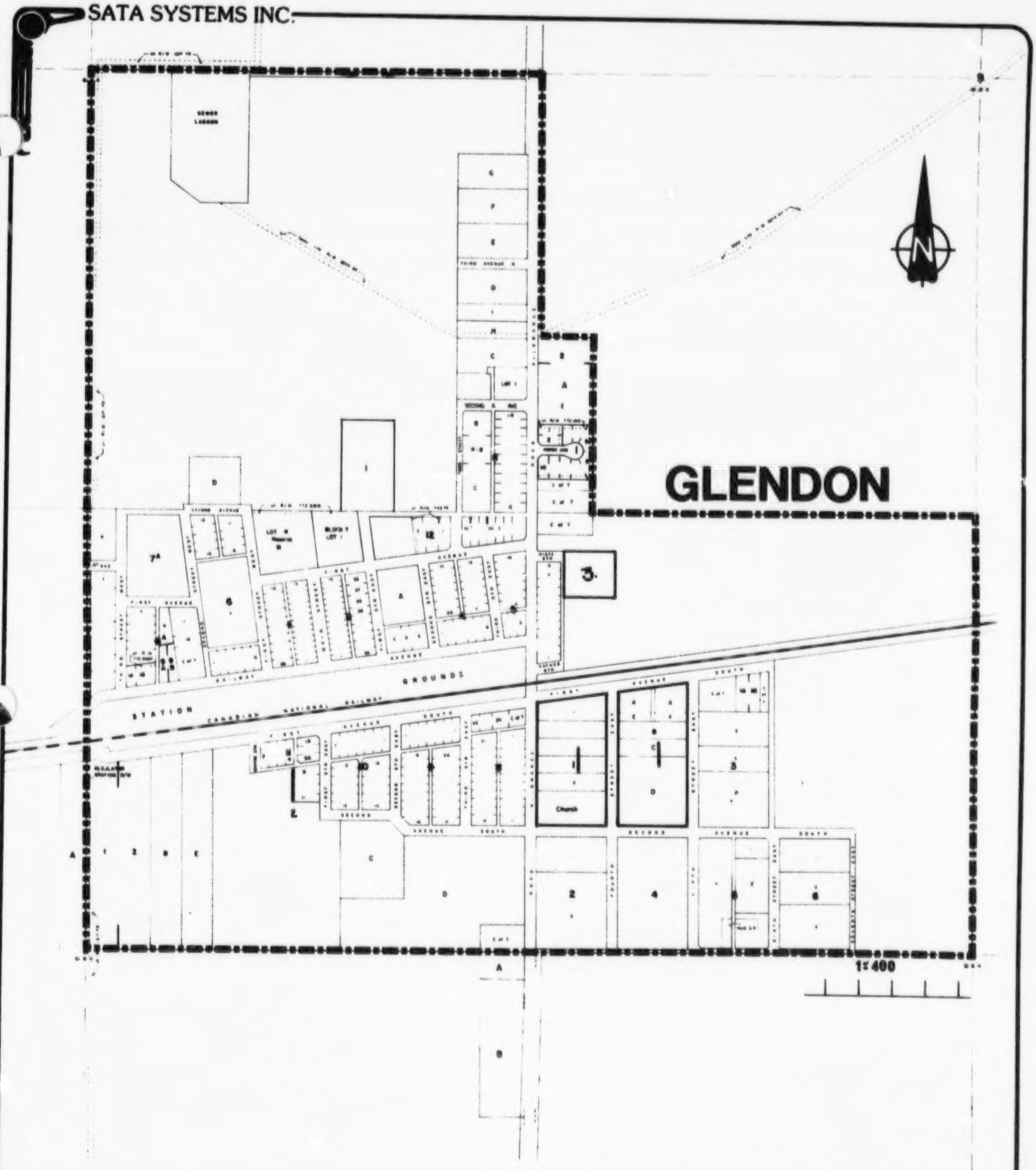
Alberta Recreation and Parks Cold Lake Provincial Park	Phone: 639-3797
Alberta Treasury Branch	Phone: 639-3311

FEDERAL GOVERNMENT

POST OFFICE	Phone: 639-3697

VILLAGE
OF
GLENDON

SATA SYSTEMS INC.


GLENDON
N
SEWER LAGOON
STATION GROUNDS
CANADIAN NATIONAL RAILWAY
Church
1:400

Alberta
MUNICIPAL AFFAIRS

LOCATION AND ACCESS

The Village of Glendon is located approximately 206 km northeast of Edmonton and 46 km north of St. Paul in Municipal District #87. The Village is on Highway #882, 8 km north of Highway #28A.

HISTORICAL SYNOPSIS

In the early part of the 1900's, homesteaders began moving into the Glendon area from North Dakota, South Dakota, Missouri, Idaho, Minnesota, and some parts of Europe. As the settlement developed, a school was built one mile south of Glendon's present site. When the railroad came through the area in 1928, the school and businesses moved to their present location.

The community developed as an agricultural service centre for the surrounding area. In 1956, the Village experienced a surge of economic activity and growth brought about by the oil and gas discoveries in the area. By 1958 this activity subsided and Glendon's population returned to 314 people.

HISTORICAL POPULATION

The population of the Village of Glendon for selected years from 1956 to 1982 is shown in the following table.

HISTORICAL POPULATION OF GLENDON

Year	Population
1956	356
1966	340
1978	431
1980	454
1981	425
1982	455

Source: Alberta Municipal Affairs

ECONOMIC BASE

The Village of Glendon has developed economically in the areas of construction, retail trades and agricultural services. According to the 1978 Glendon Census, almost 70% of the Village's labour force is engaged in four occupational areas; construction, sales, teaching, and service occupations.

FIRE HALL
NO. 1
VILLAGE
OFFICE

Glendon Village Office and Fire Hall

TOURIST ATTRACTIONS AND SERVICES

The Village of Glendon is located in Alberta's Lakeland area and offers excellent outdoor tourist attractions. Hunting, fishing, boating and camping provide summer recreation, while winter sports include, snowmobiling, cross-country skiing and ice fishing.

Within the vicinity, one can fish in a number of lakes including Bangs Lake (13 km south), Chicken Lake (19 km south), Kehewin Lake (29 km southwest), Minnie Lake (6 km northeast), Moose Lake (13 km east), and Muriel Lake (34 km southeast). Other popular fishing spots are the Beaver and Sands Rivers north of Glendon. In the winter, many fishermen travel cross-country from lake to lake by snowmobile to enjoy ice-fishing.

Alberta Transportation and M.D. #87 have both developed overnight campgrounds at Minnie Lake. The Village offers a local campground and trailer park facilities. The Double G.G. Motel (9 units) provides tourist accommodation.

PHYSICAL INFRASTRUCTURE

ROADS - The main access roads to Glendon are Highways #28A and #882. The Village's internal roads are all oiled.

RAILWAYS - The Canadian National Railway provides freight pick-up and delivery service to Glendon. There is no passenger service on this line. The railway continues west to Smoky Lake and east to Bonnyville.

AIRPORTS - The closest paved and lighted airstrip is located in Bonnyville, 32 km east of Glendon. The nearest commercial airport with scheduled flights is located in Medley. There is a newly developed grass strip 1 km east of Glendon.

BUS SERVICES - Greyhound Bus Lines provides daily service to Cold Lake and Edmonton.

UTILITIES - All modern utility services are available in Glendon including natural gas, electric power, telephone, treated water and piped in sewage facilities. The Village completed a new sewage lagoon in 1982 and has tendered bids on a new water treatment plant. These facilities are designed to accommodate a population of 1500 and can be further developed to accommodate the needs of a population of 3000.

SCHOOLS - Glendon has one school which offers grades 1 to 12. It had a total 1981-82 enrollment of 500. The school is under the jurisdiction of the Lakeland Public School system.

RECREATIONAL - Recreational facilities include an arena with three sheets of curling ice, a community hall, baseball diamonds, and a senior citizen's activity centre. The arena and curling rink have artificial ice.

HEALTH FACILITIES - Glendon has a newly completed modern hospital facility with a 10-bed capacity and two doctors.

SOCIAL HOUSING - Social housing is unavailable at Glendon.

HOUSING INVENTORY - According to the 1978 Glendon Census, the Village has 223 dwelling units. The following table indicates a breakdown of these units.

DWELLING UNITS BY TYPE IN GLENDON

(Source: 1978 Glendon Census)

Type of Dwelling Unit	Number	Percentage
Single family	124	74.2%
Mobile home	50	11.6%
Duplex	4	0.9%
Multi-family	9	2.1%
Business Residence	13	3.0%
Other	23	5.3%
TOTAL	223	100.0%

FIRE PROTECTION - There is a volunteer fire department in Glendon with a brigade of 16 volunteers and one truck. The department serves the area within a 50-mile radius.

POLICE - Glendon is served by the R.C.M.P. detachment out of St. Paul.

SENIOR CITIZEN LODGING - Glendon has a 14-unit residence for senior citizens.

BANKING FACILITIES - The Village is served by the Canadian Imperial Bank of Commerce.

MUNICIPAL GOVERNMENT

The Village of Glendon was incorporated on January 1, 1956. The Village is governed by a mayor and 2 councillors.

The Administrative staff is as follows:

Secretary-Treasurer: Mrs. H. Runzer

Address:
Village of Glendon
Box 177
Glendon, Alberta

Phone: (403) 635-3807

FINANCIAL DATA

The total General Operating Revenue for the Village of Glendon for the fiscal year ending December 31, 1981 was $265,481. The total expenditure for the same period was $134,186. The general municipal mill rate based on residential property for the Village of Glendon was 25.06 mills.

KEHEWIN INDIAN RESERVE
#123

LOCATION AND ACCESS

The Kehewin Reserve #123 is located 230 km northeast of Edmonton in Municipal District #87. Highway #41 in M.D. #87 runs through the reserve. The Reserve encompasses approximately 8,384 hectares (20,500 acres).

HISTORICAL SYNOPSIS

Chief Ke-He-Win signed Treaty No. 6 on behalf of his small band in 1876. He then led his Band of Plains Cree Indians to the wooded area bounded by the Moose Hills on the south and by Kehewin Lake, Sinking Lake and Muriel Lake in the north.

In the early years the Reserve's resources provided a good living for the Band. With the 1885 Rebellion the people fell upon difficult times. Strict Government control of Indians and Indian lands, as well as the impact of missionaries, led to a poor and unhappy situation. The period between 1900 and 1970 has been described as a "hard fight against poverty, unemployment, racial discrimination, and general social condemnation."

Since 1971, the Kehewin Band has implemented a series of policies designed to promote economic development and improve services on the Reserve. These have met with considerable success.

HISTORICAL POPULATION

The following table gives an indication of the historical population of the Kehewin Indian Reserve for selected years between 1934 and 1982. The Department of Indian Affairs noted that in 1979, 158 people were living off the reserve and approximately 80 other Metis and Indian people from other Bands were living on the Reserve. About half of the population is under 16 years of age and the growth rate is 3% per year.

Historical Population of Kehewin Indian Reserve

Year	Population
1934	163
1939	173
1944	182
1959	322
1966	425
1971	504
1976	577
1977	614
1978	640
1979	676
1981	580
1982	770*

Source: Department of Indian Affairs
* Source: Native Secretariat

ECONOMIC BASE

Although the Reserve provided a living for its people in the early years, it is not rich in natural resources. Resources that exist are not of marketable quantities. For example, small amounts of natural gas have been located. However, there is no production expected in the foreseeable future. The Band has used bonus payments received from the sale of gas rights to finance capital developments on the reserve.

Of the reserve's 20,500 acres (8,299 ha), approximately 8,800 acres (3,562 ha) are considered to be capable of agricultural production. These areas consist of Class 3 and 4 soil types. The topography of the Reserve is rolling to moderately hilly. According to the Band Economic Development Director, the Band is nearing its full agricultural potential. Two independent farmers have each established farms of over 1,000 acres (404 ha). Eighteen part-time farmers are actively developing further mixed farming potential. Farming supports a few family units, but cannot be viewed as a significant option for income for the majority of Band members. Forty-one home gardens have been established with a view towards establishing some commercial gardening operations.

The Canada Land Inventory for Recreation designates most of the Reserve land as moderately low in terms of capability for outdoor recreation. The Band maintains a campsite on Muriel Lake which has further development potential for Band use.

The Band Council has worked to develop an economic base via a number of special projects. These projects, developed over the past five years, have been directed toward the service and manpower requirements that were future requirements for the Cold Lake Tar Sands development. The Band now has a work force of well-trained heavy equipment operators, welders, carpenters and mechanics who are unable to find work solely on the Reserve. Because the Cold Lake project is not likely to develop in the foreseeable future, the Band is now redirecting these projects and working on a new strategy. The projects are listed under the Band Owned Businesses section.

BAND OWNED BUSINESSES

The following businesses are owned and operated by the Kehewin Band:

Kehewin Construction - This company was incorporated in 1978 to take advantage of internal tenders on housing and the Band's Multi-plex. It is both an important on-reserve housing mechanism and a means for training Band members for potential off-reserve contracting.

Kehewin Steel Plant - This plant was developed as a training facility for people to learn and develop marketable skills in welding, spray painting, and steel fabrication. It was designed to employ 10 to 15 people on an apprenticeship basis as well as to compete for business in the Cold Lake project. The plant is now getting a major percentage of the business from Band members.

Cree-ations - The Cree-ations weaving factory began operations in 1972 when it originally wove rugs and placemats for the Quebec market. In March 1979, local band members took over the operation and management of the facility.

PRIVATELY OWNED BUSINESSES

Vic's Construction - This business, owned by Victor John, has been active both on and off the reserve. The company does work in all areas of general contracting.

Dion Resources - This company is a multi-faceted consulting company owned by Joseph Dion.

John's Finishing - One Band member, John Gadwa, operates a carpentry and framing operation.

Bussing Contractors - There are three locally-owned bussing companies that transport Reserve children to and from educational facilities.

Water Hauling - Gordon Young Chief owns and operates a water hauling business.

Farming - There are two full-time, well established farming operations. Several other farming enterprises are in various stages of development.

Community School on Kehewin Indian Reserve

PHYSICAL INFRASTRUCTURE

ROADS - The Kehewin Reserve has approximately 35 km of roads. Nine km of paved Highway #28 and 12 km of unpaved secondary roads (#657 and #891) are part of the reserve's road network.

RAILWAYS - The closest railway line is the Canadian National Railway, 15 km north of the Reserve at Bonnyville.

AIRPORTS - The closest paved and lighted airstrip is located in Bonnyville, 25 km north of Kehewin. The nearest commercial airport with scheduled flights and air freight facilities is located in Edmonton.

BUS SERVICES - Greyhound bus lines provides daily service from Bonnyville.

UTILITIES - All of the houses on the Reserve have electricity. Approximately 25% have telephone service. Water is currently trucked from a pump house located on Kehewin Lake. About one-third of the homes use wells and outdoor privies. About 50% of the population uses wood for cooking and heating. Houses in the new town site will all have piped water. A sewage lagoon is being planned for the new area. Future plans for the Reserve include servicing by the North East Gas Co-op.

SCHOOLS - The Band (under local government education) operates an on-reserve day school with kindergarten to Grade 6. The 1982 enrollment was approximately 140 students. The current school has four classrooms. Grade one is doubled with two kindergarten classes while the other grades also share rooms. Currently, students beyond the Grade 6 level attend schools in Bonnyville. The Band Council would like to develop an on-reserve Junior High education system to accommodate students up to grade 9.

RECREATION - The Reserve presently has a ball diamond, bleachers, a rodeo complex, and an outdoor skating rink. A gymnasium that was part of the multi-plex burned in 1982.

HEALTH FACILITIES - The Reserve is serviced by a public health nurse and a community health worker, both which are employees of the Department of National Health and Welfare.

HOUSING INVENTORY - The Kehewin Band Council has reported in the Tribal Chief Association Infrastructure Report that there are 77 existing houses, 28 of which need replacement. An additional seven families are accommodated in mobile homes.

FIRE PROTECTION - A fire truck was purchased by the Band in 1979 and a fire hall was built in 1980.

POLICE - The Band has initiated its own Tribal Police Force consisting of two constables. The R.C.M.P. detachment from Bonnyville also serves the Reserve area.

SENIOR CITIZEN LODGING - There is no special accommodation on the Reserve for senior citizens.

BANKING FACILITIES - There is no banking facility on the Reserve. The closet facilities are in Bonnyville Beach or Elk Point.

LOCAL GOVERNMENT STRUCTURE

The Band is governed by a chief and 5 councillors.

The Administrative staff is as follows:

Administrator: Gordon Gadwa

Address:
Kehewin Indian Reserve
Box 218
Bonnyville, Alberta

Phone: (403) 826-3333

POOR

QUALITY

ORIGINAL